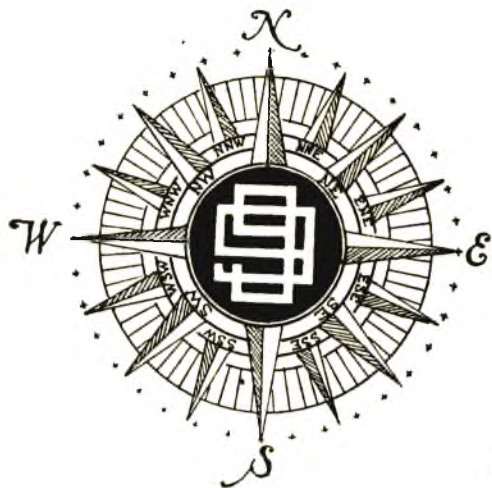


# NINETY NINE



## NEWS LETTER

July 15, 1942

NEWS LETTER EDITOR

Bettie Thompson, 724 North 63rd  
Street, Philadelphia, Penna.

Deadline---5th of Each Month

### 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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\*

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Fanny Leonpacher ..... Jeannette Lempke  
Ethel Sheehy ..... Jimmy Kolp

Betty Gillies

## C.A.P. BALLOTS IN

Result of the unofficial ballot on CAP uniforms is as follows:

- No. 1, plain skirts, received 15 votes;
- No. 2, culotts, received 9 votes
- No. 3, Army-Navy store slacks, received 16 votes;
- No. 4, girls slacks of standard army cloth, received 45 votes;
- No. 5, coveralls, received no votes.

On the lower part of the ballot:

- No. 1, "Each unit should pick its own uniform", received 4 votes;
- No. 2, "all uniforms (should) be exactly the same all over the country", received 76 votes.

Votes came in from all over the country and the general opinion seems to be that slacks should be the official uniform (Nos. 3 and 4 received a total of 59 votes) and that this uniform should be picked out and made standard throughout the United States by CAP H.Q.

A few 99'ers thought plain skirts should be official uniform for the CAP office force only in the city, and that those members should wear slacks when coming to airport for drill or other duties, in order to present a uniform appearance. Culotts, the official uniform, received only 9 votes, and by some were adjudged uncomfortable and good neither for office nor airport.

One slogan came in summing up with the general opinion of many members, "Slacks for airport, skirts for town."

We have been informed that some Army-Navy stores in Wash., D.C., and Lancaster, Pa., carry woman's slacks of standard army cloth and sell same for about \$2.65.

Results of the ballot will be forwarded to CAP's Wash. H.Q. Officer of Supply.

(For sample of ballot used see page 8)

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#### WORD FROM OUR VICE PRESIDENT

In a recent letter received at H.Q., Bessie Owen writes:

"I am managing an air warning observation post for the Fourth Fighter Command. We are one of the few posts that have built their own shacks. Ours is on the crest of a hill, and we overlook the Pacific on one side and scan 5,000-foot mountains on the other. If any 99'er could pass the regulations and fly over this way, we would spot her and report her to the Filter Board."

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# NORTH CENTRAL SECTION

## WESTERN MISSOURI CHAPTER

By Elizabeth Foley

Western Missouri Chapter of 99's has sent a large portion of its membership into positions with Airway Traffic Control. Adele Delany, Jean Babb, Elva Shoemaker, Iris Heillman, and Elizabeth Foley have been at work in the Kansas City Center for nearly a month, and Florence Winslow has recently started in the school for trainees. It is interesting to know that 99'ers throughout the U.S. are now working in ATC Centers, and in close contact with each other.

CAP activities in the Kansas City area continue to take a large part of our time, and 99'ers, as usual, are leading participants.

In a cruise from Kansas City to Hot Springs, Ark., the week end of July 4th, Marie Page and Dudley Willock, our newest member, were pilots. A group of some six or eight planes were in the flight.

## SOUTHERN WISCONSIN CHAPTER

By Dorothy Evans Bryant

June activities were ushered in with a dinner given by Mrs. Melba Beard as a going away party for Barbara Jean Fisher. Barbara is now in Washington, D.C., and hard at work in her new position.

Civil Air Patrol activities keep us all busy. Here, also, Mrs. Beard is very industrious, being Supply Officer for our Squadron and teaching the radio theory to our group.

Mary Belle Ahlstrom has had the use of an Aeronca Chief which she has used on several long trips, on one of which she was grounded for several days because of weather.

My own new commercial certificate - on which the ink is scarcely dry - has kept me quite occupied. Also I have been fortunate enough to be one of the pilots who cooperated with the Forest Service in a patrol survey in this state. This survey required five and a half hours of flying, which both the Civil Air Patrol and the Forest Service felt demonstrated the ability of the civilian pilot to be of service.

Greetings to all our absent members, and we are looking forward to fall when most of them will be back in Madison again.

## MICHIGAN CHAPTER

By Alice Hammond

The June meeting was changed to Hartung Airport, Roseville, when it was learned that Flint Airport was to be closed for ten weeks. Breakfast consisted of luscious red home-grown strawberries followed by heaps and heaps

of griddle cakes with home-made sausages.

In addition to ten Chapter members, two prospective members, Leah Higgins and Sylvia Schwartz, who handed in their applications, Lenore Grabowsky and June Howes, who will be prospective members as soon as they get their tickets, Harry Britton, and Prof. George McConkey, our speaker, were guests. Prof. McConkey, who came in from the School of Architecture and Design of the University of Michigan, gave a most interesting and instructive talk on High Explosives, with special emphasis on the effectiveness of various types of bombs used in air raids, and the use of home basements as air raid shelters.

Chairman Maude Rufus called upon members from various CAP Units throughout the state to give a resume of their participation in the Wing Maneuvers held May 16-17. Mrs. Lindzay of Saginaw told of the maneuvers at Eaton Rapids and Lansing; Muriel Rumsey reported the activity at Owosso and Bay City, and Jean Pearson related what the girls' squadron had done at Lansing and Marshall.

Gossip Column: Seen on the Second Mich. Wing Maneuvers at Marshall on June 28th: Margaret Crane from Flint, Babe Weyant from Lansing, Maude Rufus from Ann Arbor, and Faye Kirk, Mary Jane Stephens, Gladys Hartung, Leah Higgins, Sylvia Schwartz and Alice Hammond from Detroit. . . May 29th Maude Rufus talked to the Aviation Club of Kalamazoo . . . June 7-8 she was off to Anderson, Ind., to participate in some Navy Meet doings . . . Memorial Day saw Jeannette Lempke winging her way to Bloomington, Ind., for a week end with her niece . . . Mabel and Harry Britton were in New York via their Fairchild the last week in June . . . Visiting "flyermen" - Helen Wetherill from Richmond, Ind., and Ruth Wakeman from Burlingame, Calif.

INDIANA CHAPTER

By Bertha A. Topping

June 21st the 99's of Ind. met at South Bend. The hostesses were Betty Folsom and Gerry Greene. The "brunch" was "super", and in spite of weather, tires, etc., there were 14 girls at the meeting, five, however, were from Terre Haute.

We want to especially welcome as new members Virginia Hoadley from Bloomington and Mrs. Cutting from Marion to the 99's.

It seems as if every time one has good news, there is bad news, too. Ours is two losses which will be hard to replace. Claudia Smith is leaving with her 49½'er, to join the CAP on the east coast, and Betty Folsom is joining her 49½'er in the South. They will be either in New Orleans or Memphis, but it was not definite at our last meeting in which place they are to be stationed.

It was your reporter's pleasure recently to have two 99'ers from Petersburg as house guests over night, who were weathered in while going cross-country. They were Virginia Voyles and Maurine Bryant.

On cruising around over the country your reporter has had the good luck to meet and visit with Lamona Brown at Indianapolis, and in Cincinnati to see Patty Shea who is in the ATC office there. Patty seems very enthusiastic about her work, and we hope everything turns out the way she plans.

Our next Chapter meeting will be in either Richmond or Kokomo. We will be notified which place has been chosen. Some of you 99'ers from Evansville, Ft. Wayne, and Indianapolis try a little harder to get to the meetings. We miss you and want you.

See you all at the next meeting.

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4

ALL - OHIO CHAPTER

By Ann Barille

Civil Air Patrol activities have kept our girls going full speed, consequently causing a few postponements of our regular meetings. With all this, we find that Florence Boswell is not only an accomplished Aviatrix, Nurse, and Instructress but also a Designer. She is responsible for the "snappy" uniforms worn by our CAP girls.

Just of late the women have acquired their own CAP Squadron. We are proud to state that the only women in the group possessing airplanes are three 99'ers -- Florence Boswell and Arlene Davis who were appointed "Flight Commanders", and Peg Pierce who does not want to hold any office but, as she states, "will whole-heartedly perform all her duties as a plain private."

Because of the efforts of Mrs. Boswell, we find the following 99'ers holding Air Traffic Control positions: Grace Birge, Trudy Dickerson, Kay Greshauge, Laura McCaleb, Dawn Malson and Julia Strider.

Hearty good wishes go to Helen Ernst who just recently became Mrs. Donald Coates.

On the horizon for the month, we have news of holding our next meeting at the new home of Peg Pierce. A buffet supper will be served.



## SOUTH CENTRAL SECTION

### MISSOURI VALLEY CHAPTER

By Dorothy Broadfield

The June meeting was held in the N A A Club rooms in the Fontenelle Hotel. Out-of-town members attending were Agnes J. De Haven, Helen Davis and Ann Cary, who flew in from Sioux City; Gwen Hess from Lincoln, and Doris Friedman, a new member from Council Bluffs. We were fortunate in having as a guest Major Robert Fogg, Regional Supervisor of CAP, from Boston, who gave us some interesting information.

Jane Bomgardner has given up her position with Lincoln Flying School, to attend business college.

Mae Edith Sharp, at Crete, has passed her Commercial written test.

### ARKANSAS PLANS ANNUAL MEETING

Arkansas Chapter of the 99's is planning for its first annual convention, to be held at Little Rock, Ark., August 15 and 16.

The Chapter is extending invitations to all women pilots and student pilots in the state, requesting them to attend the meeting.

Plans for the gathering were not complete when this letter from Secretary Edna Sharrock was received at Headquarters, but as the Arkansas group is one of our most active chapters, we look forward to having a fine report of the convention for you in our next NEWS LETTER.

## NORTH LOUISIANA CHAPTER

By Frances Hodges

While vacationing in Florida for two months and having a wonderful time, I had the opportunity of flying one of the Army's Link Trainers for a few minutes. Now I am back and ready to join the busy 99'ers. They are attending CAP classes from three to five nights a week, and all have their uniforms -- khaki slacks, army shirts and caps.

At our June meeting all our girls could talk about was the South Central Sectional meeting in Lubbock. Margaret Chamberlain, Irene Beene, and Hazel Morton--she is one of us now--flew. Hazel landed nearest the Magic Hour and won some play shoes. Shirley Simmons and Gail Wilbur drove out. At the banquet, Gail held a lucky number and received a vanity. After much discussion on what happened in Lubbock, and how much they enjoyed it, all of them agreed the meeting was a success.

Annie Claire Young gave a review of Ann Lindbergh's book North to the Orient, which was very interesting, and then our June meeting ended at CAP class.



## METROPOLITAN TRI-STATE SECTION

### NEW YORK - NEW JERSEY DOINGS

By Marjorie M. Gray

After our monthly meeting at the Town Hall Club, New York City on June 16th, when we chose our candidates for National Officers, we were entertained by a sound film "What About Air Raids?" presented by Mr. William Brengel of the N. Y. Telephone Co., which dealt chiefly with the air raid warning system and which we found most interesting. Mr. William D. Harkum, of Sperry Gyroscope, spoke on the part the gyroscope was playing in the War Effort.

We were happy to have Ethel Fedders, who was most active in establishing the "Western N. Y. Chapter", with us. She flew down from Buffalo via airline especially to be present at the meeting and to attend the special N A A meeting in N. Y. C. later in that week. Then she planned to fly to Cincinnati, pick up her Fairchild, and fly on to Chicago.

Pat Thomas' hurried visit from Lone Pine, Calif., came as a pleasant surprise. She drove her brand new car east between CPT programs. Bella Heineman flew down from Conn., where she also instructs on CPTP, for a visit with her, and your reporter had the pleasure of giving Pat a brief seaplane ride, the first which she had had since she left for the West Coast over a year ago.

New holders of Water Ratings are our Governor Mary Sansom and Amy Ahrens, both of whom have discovered the convenience of N. J. seaplane bases to N. Y. C., since nearby airports are closed.

Olyve Johnson is extremely active as Adjutant of the N. J. Wing, CAP. Our Vice Governor, Ruth C. Streeter, is doing a splendid job as Adjutant of Group 1 in N. J., and yours truly is kept busy as Adjutant of the only seaplane squadron in the state.

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Barbara Poole is busy putting finishing touches on a batch of CPTP students at Staten Island Airport. She had a little excitement the other day when the master rod of the Howard she was flying broke. She set the ship down with nary a scratch. Nice work, Barbara.

Our Treasurer, Gertrude Brown, and her 49 $\frac{1}{2}$ 'er, better known as "the Brownies", now drive 45 miles to fly their Aeronca at Andover, N. J., since Bendix Airport is closed.

 **NEW ENGLAND SECTION**

NEW ENGLAND REPORTS

By Constance Sheridan

News from hereabouts in N.E. is rather scanty this month, but still we have a few items that we're pretty proud to report.

All CAP units are growing rapidly - completing basic courses and starting regular missions.

Gertrude Meserve has most successfully trained many flyers in the CPT program and is now certificated to give tests for private licenses. Everyone feels very proud of Gertrude's latest achievement.

Florence Cates has her radio telephone license and is anxious for a flight assignment in CAP work.

Marjorie Davis, by the time you read this, will have finished a course in meteorology for the CAP group in Revere, Mass.

All of us feel very grateful to be allowed to fly, particularly in the region along the coast. Everyone is making the best of this privilege.

 **MIDDLE EASTERN SECTION**

WESTERN PENNSYLVANIA CHAPTER

By Louise Skelton

Our last meeting was held at Meadville, June twenty-first. At this gathering we learned of the activities and whereabouts of some of our members:

Ellen Smith, our very active chairman in the past few years, has not as yet returned from her winter vacation in Florida.

Betty DeVore, one of our other very active members, is joining her husband who has enlisted in the Navy.

Julia Strider, we have learned, has accepted a position with Hallee Brothers, Cleveland, so, although to our knowledge she has not been transferred to the Cleveland Chapter, it is impossible for her to attend our meetings.

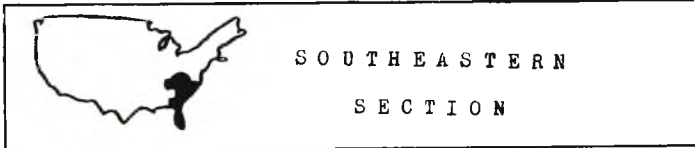
Helen Walker, we understand, is busy training CPT students and, therefore, she can attend meetings only in bad weather.

As to my own activity, I am busily engaged in operating a CPT School, also

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raising a four-year old son.

At our last meeting we decided to keep in touch with each other by correspondence and keep the Chapter active in this way, although it will be impossible for us to hold regular meetings. As far as I know, most of the Chapter members are also members of the Civil Air Patrol and, I must say, active in it.



SOUTHEASTERN SECTION

CAROLINAS CHAPTER

By Bird Eaton

On June 21 our Section was royally entertained by Louise and her 49<sup>er</sup> Herman Smith, in High Point. Louise met us at the Greensboro-High Point Airport around 11:00 A.M., and drove us out to their lovely English home.

The 98° temperature was soon forgotten when Herman served his "fit for a king" Daiquiris. He also presented each 99'er with a pair of Nylon hose, a product of one of his mills. Around 2:00 P.M., we went to the Emerywood Country Club for a steak dinner, as guests of the Smiths. It was truly a most enjoyable day. I regretted that I was the only member present from Charlotte.

A 99 meeting was held after dinner. CAP activities were discussed. The Greensboro squadron really turns out for its Sunday morning breakfasts. The members fly in formation to these meetings. Anne Cole has missed only one in a year, and that was because of the 99 meeting.

A promising prospective 99'er in Charlotte is Catherine Hammond. She is a member of our CAP Squadron, and builds up her hours by flying off directives. I hope we will soon have her signed on the dotted line.

Barbara Vaughn, secretary at the Hawthorne School of Aeronautics, Orangeburg, S.C., is now Mrs. Wilson J. Moore. We are happy to know that they will live in Orangeburg, so we will not lose Barbara.

Since the Air Base at Sumter, S.C., has been taken over by the Army, Cornelia Wolfe, secretary for the Base, has been practically grounded as there is no civilian flying. We are hoping that Cornelia can get enough time off to go some place and keep up her flying.

Our July meeting will be held in Charlotte on the third Sunday of the month.

# HANGAR LAUGHS

Old-time Instructor to brand new student who insisted on taking off from the middle of the airport: "Listen, son. The airport in back of you won't do you any good."

-----

Student's remark after a first attempt to use flaps: "I put the flaps down --- and flopped down."

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With apologies to the original:

Ruth rode in the aeroplane,  
In the seat in front of me.  
I hit a bump at 205 ---  
And flew on ruthlessly.

★ ★ ★

The first Army-operated training school for women aviation mechanics opened in Montgomery, Ala., June 15, with a class of 30 candidates, who hope to relieve male mechanics for overseas duty.

Maj. John L. Chesebrough, Commander, Maxwell Field sub-depot, Air Service Command, will be in charge. He said, "Continuation of the program, with additional classes to be added regularly, will depend on progress shown by the first group."

The women will be paid \$75 monthly during the training course, and after qualification as mechanics will get \$1500 per year. Applicants must be between the ages of 18 and 48.

(The above article appeared in the July 1 issue of American Aviation and is reproduced here by the courtesy of Editor Wayne Parrish. -- Ed.)

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NEWS REPORTERS!!!

Catch that Deadline! Remember news MUST reach the Editor by the 5th of every month.

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## THE HANGAR BOOKSHELF

**FLYING GRANDMA or GOING LIKE SIXTY**, by Maude Rufus. A "must" for all aviation libraries, by one of our most active 99'ers. Full of interesting experiences.

**WOMEN WITH WINGS**, by Charles E. Planck. Harper Bros., \$2.75. A complete history of women in aviation from the time Napoleon chose a woman for his Chief of Air Service (balloonist Madam Blanchard), down to present day. This book is almost a complete 99 dictionary; read in it the experiences of fellow 99'ers. Some of the interesting chapter titles: "The Hands That Rocked the Crates", "With Plane and Helmet Through the Public Print", "The Girls Get Together" (this chapter tells of first meeting of the 99's); "Pie in the Sky". Also a complete listing by date of what women have done to make aviation history, plus a list of the records they hold. (Read the list and learn which one of our members flew under both the Brooklyn and Manhattan bridges in 1926. -- Wish we'd been along! Also learn who was the first woman member of the famed "Caterpillar Club".)

**HIGH, WIDE, AND FRIGHTENED**, by 99'er Louise Thaden. One we've seen on many bookshelves in the past and will continue to see in the future.

**LOOPEY**, by Hardie Gramatky. G. P. Putnam Bros., \$1.75. Required reading for "ace pilots" of seven to "Early Birds" up to seventy. A cartoon book all about a little airplane who wanted to fly by himself and how he finally got his chance. Follow Loopey through his experiences helping the pilots teach students to fly (Loopey admits this was something pretty scary), follow a forlorn Loopey into the maintenance shop after a student damaged his wing, worry with Loopey when a know-it-all student flies too close to a thunderstorm and then bails out leaving Loopey all by himself. Learn how Loopey became a very, very famous little airplane. You'll love Loopey. You'll buy it for the kiddies--and keep it for yourself.

★

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★ NEW LICENSES - HIGHER RATINGS ★

FLIGHT EXAMINER: Gertrude Meserve, New England Section  
RADIO LICENSE: Florence Cates, New England Section  
WATER RATINGS: Gov. Mary Sanson, New York Section  
Amy Ahrens, New York Section.

Special Note:

AIRWAY TRAFFIC CONTROL POSITIONS: (It looks as though the 99'ers have really "taken over" here.) Adele Delany, Jean Babb, Elva Shoemaker, Iris Heilman, Elizabeth Foley, all of Western Missouri Chapter; Patty Shea, Ohio; Grace Birge, Trudy Dickerson, Kay Greshauge, Laura McCaleb, Dawn Malson, Julia Strider, all of Ohio Chapter.

★ ★ ★

For Information and Supplies write:

99 gold pins - 99 H.Q., 718 Jackson Pl., Washington, D.C. Cost \$1.10.  
99 paper and envelopes - same address.  
Notification of change of address - mail to Wash. H.Q.  
A. E. Fund - Alma Harwood, 77 Cortland St., New York, New York.  
Hangar Jokes - Send to NEWS LETTER Editor.  
99 Membership applications - 99 H.Q., Wash., D.C.  
99 Decals - 99 H.Q., Wash., D. C.

VOTE: BALLOT FOR CAP UNIFORMS

CHECK ONLY ONE  
BELOW

SAMPLE

I favor:

- 1 Plain skirts purchased through CAP H.Q.
- 2 Culotts purchased through CAP H.Q.
- 3 Regulation army slacks purchased at Army-Navy stores.
- 4 Slacks of regulation army cloth material, cut to standard sizes for women's slacks, side zipper; lot made up for and purchased through CAP H.Q.
- 5 Coveralls.

SAMPLE

CHECK ONE HERE ALSO

I believe:

- 1 Each unit should pick its own uniforms.
- 2 All girls' uniforms should be purchased directly through CAP H.Q. or at Army-Navy stores, as decided by CAP, in order that all uniforms be exactly the same all over the country.

LIST YOUR STATE HERE. YOUR NAME IS NOT NECESSARY.

My state is: \_\_\_\_\_

MAIL IMMEDIATELY TO:

Editor, 724 N. 63rd St., Philadelphia. Pa.

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Chapters 39

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 Mrs. Barbara Teed Shetland, 2717 Midland Ave., Syracuse, N.Y.  
 Mrs. Jessie Masterson von Leer, 104 Monroe Blvd., Terre Haute, Ind.

★ ★ ★

CORRECTION OF ERRORS IN

JUNE NEWS LETTER

Addresses of Ruth Shafer and Margaret Sheffield were badly mixed. They should read:

Ruth M. Shafer  
6211 Cobbs Creek Parkway  
Philadelphia, Penna.

Mrs. Margaret Owen Sheffield  
Oglethorp Road  
Americus, Georgia

Our sincere apologies for this error!

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  - 6 p.m. Central War Time
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