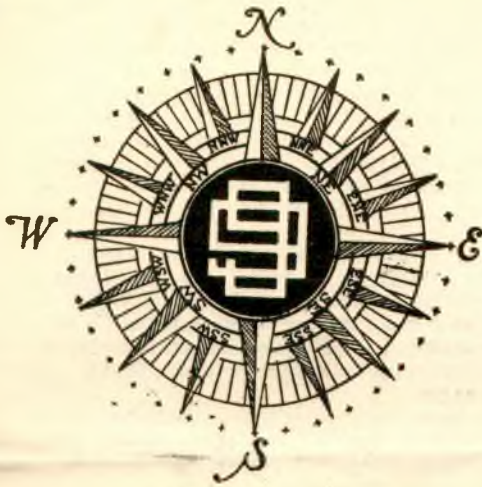


# NINETY NINE



## NEWS LETTER

June 15, 1944

NEWS LETTER EDITOR

Bettie Thompson, 724 N. 63rd St.,  
Philadelphia 31, Penna.

Deadline - 5th of Each Month

### NINETY-NINES

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS  
Affiliated with the National Aeronautic Association

1025 CONNECTICUT AVENUE WASHINGTON, D. C.

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WHEN YOU WANT INFORMATION ON WOMEN IN AVIATION,  
ASK A NINETY-NINE.



SOUTHEASTERN  
SECTION

#### CAROLINAS CHAPTER

By Bird Eaton, 1208 Johnston Bldg.,  
Charlotte 2, N. C.

Betty and Joe Dunlap have a new baby girl. Now they have three daughters and a son.

Another interesting letter from Ruth Trees, a part of which goes like this:

"I was in instrument school for about a month, and got an Army Instrument card. By the way, that is the most fascinating stuff! I am definitely interested in it, and want to get a C.A.A. rating as soon as possible. After I finished that, they sent me to California to Pursuit School and got 5 hours each on the P-47, P-51, P-39 and P-40. What got me was - they are all just another airplane and very nice to fly. Got to bring a P-51 back to the East Coast, and I do mean that thing travels. Check points whiz by so fast - wow!", etc., etc.

Orchids to Ruth and other women who have proved their worth.

Neely Seyfferle writes that her 49½'er and ten other pilots received medals for bagging 19 Jap planes in one day. Neely is working in the Health Education Dept. of the Y.W.C.A., teaching swimming and life guarding, also working at an Activity Desk and helps put on dances for service men. She spends three nights a week taking navigation, taught by a Naval Officer. She says it is "fun" learning the "Navy Way" or working problems. Neely's address is "% Y.W.C.A., San Diego, California."

Louise flew doen recently to spend the day with me. She is thrilled with her Commercial license.

Congratulations to Martha Hutcheson and Ruth

Shaw. They are co-managers of the Statesville, N.C., Airport. Now that airport will enjoy more activity than it ever has before. They have invited our Chapter to hold a meeting there.

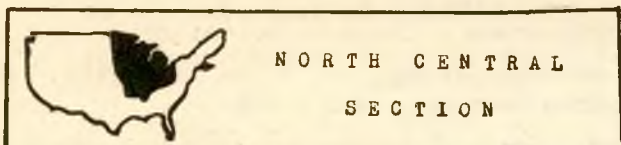
Congratulations to Sally Coster, Reporter for the Florida Chapter, on her first NEWS article. We enjoyed the news from Florida very much.

We do not see Betty Hamilton much these days, as she spends a lot of time in Kansas, since Jim was transferred there.

We will miss Betty Baker, our Secretary and Treasurer, who goes to the university of N. C. in June to continue her training in medicine.

Lucielle Greenwood and her 49 $\frac{1}{2}$ 'er flew to Charlotte recently, on a business trip. Lucille is one of our Charter members.

A meeting of the Executive Officers of the Southeastern Section and Carolinas Chapter has been called by the Governor for Sunday, June 11th, at the home of Evelyn McRae in Asheville, N. C.



#### KANSAS CITY, MISSOURI, GROUP

By Lavon Martin, % General Delivery,  
Alexandria Army Air Field, Alexandria, La.

It has been a long time since any word has been said by the girls in K. C., so we decided to send everything in at once. Am not on the "spot" at the moment but way South in Louisiana, so can't swear to the accuracy of all the items. Seems to me you have to get away from home to realize fully just how much the NEWS LETTER really means and how valuable it is in tying our organization together. For a long while appeals have been sent out from the home front for scattered members to let reporters know what has happened to them; this appeal is slightly different in urging all those back at home base to turn in gobs of news every month for the benefit of those away.

Last year a number of our girls were in the Air Traffic Control Center and Tower at K. C. Elizabeth Foley married and went with her husband to California. In the late summer little Jean Babb hiked away to Sweetwater. Our president, Iris Heillman, hopped an airliner one day and scooted away, too. We had given her a lovely dinner at the Hotel Phillips and proudly presented her with an identification bracelet for the grand work she had done. Adele Delaney Scott (now an Air Traffic Controller) became our new president and it was decided to hold meetings on special occasions thereafter. Helen Hayward was instructing students at Ong's Airport. Virginia Garst (who had returned from the women's ferry group in England) was also at Ong's.

Long about this time Betty Cox went to work for TWA as a Link Trainer Instructor, where Mary K. Bennett was already employed in like capacity. In December Betty went to New York for a few months and then transferred back to K. C. Marie Page and Betty still were taking exciting Culver trips together. Marguerite Fisher was busy as could be, helping her husband on a WTS program. Marguerite, incidentally, secured her Commercial certificate about the time the 99's went to a preview of "Flight for Freedom"--what seems like ages ago.

Jane Lohman was scheduled for a WASP class in the spring of this year, and haven't heard whether or not she left. Ethel Sheehy was welcomed several times for "homey" chats.

Last info indicated Helen Hayward was scheduled to be in California about this time and the girls are sincerely regretting the loss of one of our most prominent and faithful members. Jean Babb and Iris Heillman both passed the WASP training successfully; Jean now being stationed in Dallas, Texas, and Iris back at Freeman Field after a Florida assignment. Have managed to keep in touch with both and act as middle man in correspondence....sending Jean's letters to Iris, and vice versa.

Your reporter is now a Link Instructor at the Alexandria Army Air Field here in Louisiana. Of course am clear cross country in order to be with my 49 $\frac{1}{2}$ 'er who taught me Link. The February class assignment to the WASP was interrupted by an operation at Lincoln, Nebraska, which prevented an addition to our family.

The address here is "% General Delivery" and would love getting notes from any of the girls. At any rate will still be looking eagerly in future NEWS LETTERS to see what's happening back home.

#### SOUTHEASTERN WISCONSIN CHAPTER

By Ruth Craine,  
2445 N. 37 St., Milwaukee 10, Wis.

Flights and more flights, we have to report this time! Caroline Iverson is winging her way to Mexico in a specially built Aeronca. Her trip to Alaska in a Taylorcraft a short time ago brought many adventures. We wonder what romance awaits her this trip.

Dora Fritzsche has flown seventeen hours in three days. She and Dr. Stover flew to Minneapolis and back the other day. Their trip had another leg to it but the weather prevented its completion. Recently there was a special CAP flight to Sturgeon Bay. Dora flew there, too. While there she took another little flight over the whole of the peninsular of Door County to see the cherry blossoms at their peak of beauty. She was fortunate enough to be in the air to witness a ship just after it had been launched.

All this information we heard first hand when Dora came directly from the airport in her CAP officer's uniform. Dora is good to look at any time, but with that officer's uniform--hm! She's divine! Our 49 meeting was surely pepped up with her presence and enthusiastic description of her flying.

A letter from WASP Margaret Bruns, who is now at Camp Stewart, Ga., tells of the A-25's, B-25's, B-26's, and B-34's she flies. Her Radio Control flying sounds very unusual. Her trips to Baltimore to shop around, equally entertaining. Margaret spends her spare time swimming in the pool the boys have built at camp, playing tennis, and taking part in baseball games. Her newest game is badminton which she usually plays after supper. She can take a leave most any time, but wants to wait until she has checked out in the Vega Ventura. Sounds like one delightful vacation, doesn't it? But we know there is work, too.

#### INDIANA CHAPTER

By Dorothea E. Hendricks  
2020 Pearl St., Anderson, Ind.

What has happened to you Hoosier girls? No meeting, no cards, no letters, no nothing-----.

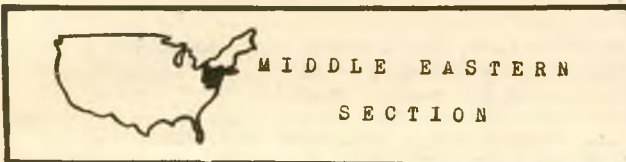
June 1 1944

I sent cards to several girls, but no returns yet, and the dead line is here.

I did have a letter from Betty Cull who had just received her April NEWS LETTER. Betty is in Coral Gables, Fla., and she is having some wonderful experiences. She hopes to be back in July, and we can hear about them.

Fern Rinker and I hope to have you girls here in July. We have several girls flying here now and will have some new petticoats by then. Watch your mail and don't disappoint us. We want to see all of you.

Helen Wetherill, drop us a line from Detroit.



#### EASTERN PENN CHAPTER

By Bettie Thompson,  
724 N. 63rd St., Philadelphia, Penna.

The Eastern Penn Chapter held its first meeting in over a year on Sunday, May 21, at Bettie Thompson's house in Philly, and what a hangar flying session it was!

Officers for the Chapter were elected for the new fiscal year (starting in September). They are:

Chairman: Helen Jones, Lancaster, Pa.  
V. Chairman: Hester Martin, Philadelphia.  
Sec.-Treas.: Bea Hymen, Wilkes-Barre (now working in Buffalo).  
Reporter: Bettie Thompson, Philadelphia.  
Membership: Irene Blasdel, Philadelphia.

Present at the meeting were the above elected officers. Guests were new 99'er Betty Montgomery, Merchantville, N. J., (N.Y.-N.J. Section note! She's a swell gal.) and Carol Jones, Helen Jones' sister.

We missed the girls who could not be present and hope to see them at our next meeting which will probably be in July.

Please, girls, be sure to return cards when a meeting notice is sent to you. The meeting hostess will appreciate it if she can tell exactly how many to expect for luncheon.

#### WEST VIRGINIA CHAPTER

By Ruth Vinson Austin, 1110 W. Washington St.,  
Charleston 2, West Virginia

Hello, Ninety-Nines:

Your West Virginian hill-billy chapter reporting again after too long a period of silence. But, just to let you-all know we're still back in these "here" hills, doing all we can on the home front in our small way to help bring about an early victory.

The West Virginia Chapter of 99'ers is contributing its full share of support to all branches of the service and particularly to the Civil Air Patrol. Lt. Marian Davis is doing a swell job as flight leader of the Clarksburg squadron. Active 99'ers in the Charles-

ton squadron are President Beulah Stark and Ruth Schaffner. Beulah, commonly known as "Babe", is one of the hardest working gals in the U.S.A., running in live stock from the buckeye state, butchering beeves, and attempting to keep up with the OPA, which, believe me, is in itself a most rugged task. Despite the part time job to which she devotes only 12 to 14 hours a day, somehow she still succeeds in reporting on duty for all Civil Air Patrol activities. The only need of the local squadron is to recruit more like her.

Captain Schaffner, serving on the Wing Staff, is kept busy as private secretary to our faithful 49'er, Lt. Col. Hubert Stark, state Wing Commander.

War sure is tough. We are without an airport at the present, but carrying on. You see Charleston donated its airport for the construction of the world's largest Rubber Plant, our first and perhaps greatest contribution towards that early Victory. However, work has begun on our new site, Coonskin Ridge. We West Virginians are a bit slow but give us just a little time to progress with the rest of you.

Though at the present our members are scattered over the U.S.A., doing their job for Uncle Sam, we are hoping that in the not-too-distant future we may be able to bring them back once again into the Ninety-Nine echelon and that by that time we may have the available airport facilities to extend to all you 99'ers a hearty and cordial invitation to meet and join us on Coonskin Ridge.

★ ★ ★

#### JOB COLUMN

**WANTED:** Airport job where I could work toward a commercial license, instrument and instructor's rating.

Ann Locher  
309 Douglas Ave.,  
Kalamazoo, Michigan.

\* \* \* \* \*

Clara E. Livingston, Box 711, Jamestown, New York.

Commercial Certificate 17242 H.P. Rating 0 to 525.  
Instrument Rating since 1940.  
Instructors Rating February, 1942.  
Total hours 3900. Instruction hours about 2000.  
Cross Country and Instrument Weather experience in four-place ships.  
Engine Mechanics Certificate 18164.  
Executive Experience.

\* \* \* \* \*

#### HANGAR FLYER

Did you hear about the pilot flying a twin-motored job who, when his brakes failed to work, ran off the end of the runway, out onto the highway, and got a ticket from a cop for going through a red light?  
(The person who told us swears it's true, s'help us.)

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A poetic pilot who wished clearance for take off, said to a 99 control tower operator:

"XYZ to the girl in the glass ---  
You give me the clearance ---  
I'll give her the gas!"

June 1944



NEW ENGLAND SECTION

NEW ENGLAND CHAPTER

By Miriam Vanderslice, 525 Chapman St., Canton, Mass.

Moya Mitchell is first page news this month, and is proving that women's place in aviation is right up top. She visited Boston last week, looking very stunning in her new WASP uniform, and lunched with some of the girls at the Vendome. She is now stationed at the Combat Crew Training School at the Army Air Base, Pueblo, Colorado. She has been flying the Marauder B-26, and she has been checked out as first pilot in the 4-engined B-24 and now has her own crew. She has also soloed the P-51 Mustang. Can any of you top this?

Ann Cutler is doing a swell job teaching Link Instrument at Quonset Point.

Jane Baldwin finally connected with the group at Sweetwater, and we hope she may be as successful as Moya - always provided, of course, that we may be fortunate enough to win this awful War in the meantime.

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Here's a letter from New England's own Abby Ann Cutler, Sp(T) 3/c, Waves Barracks 490, Quonset, R. I., formerly Needham, Mass., which we've had to hold over for lack of space.

"Your plea for news for the NEWS LETTER is hereby answered.

"Since I joined the 99's way back in September, 1941, a good many interesting things have happened to me. I began to fly at Norwood Airport (Mass.) in September '40. At that time I was busy attending a school so my flying took place on such clear and calm weekends as the weather permitted. I passed my private written in December, and on July 23, 1941, I joined the ranks of women pilots by successfully passing my private flight test. The following April I passed horsepower rating flight test which still holds -- O-330.

"When the Civil Air Patrol began I became an active and interested member. The Supply Officer left the Squadron to become Wing Commander, and I took over his job. In September and October of 1942 I worked at the Coastal Patrol Base at Falmouth, Mass., as a teletype operator. I even had to watch some one else fly my ship.

"In June, 1942, I bought a Stinson Voyager and flew it a few times before turning it over to the CAP. In fact one trip I made was rather important Courier service. Dean Landis, former national director of OCD, wanted to get to Provincetown, Mass., from Portsmouth, N. H., in a hurry. Well, he made it all right, and a good time was had by all. Now my Voyager is in Clinton, Md., still flying in the CAP. It is not sold outright to them, so I am paid for every hour it flies.

"January 1 to September 1, 1943, I was in Tulsa, Okla., trying to collect a commercial at Spartan, but I didn't have enough patience to work for my necessary waiver. I have tried to join the WASPS but they don't like my eyes. I am bear-sighted, but I can still land a ship minus my glasses.

"My total time to date is 325 hours, roughly, about 100 of which is solo. After the war is over, I shall try again for my commercial and an instrument rating.

"Last September 21st I joined the Navy and applied for Link Instrument Trainer Instructor School in Atlanta. To make a long story short, I graduated from

LITIS on March 6th and was transferred here to work for the duration, I hope. While in Atlanta I met Mrs. Betty Green of Nebraska, a 99 member. She is working at LITIS (NAS, Atlanta, Ga.) as a civilian supervisor and is doing a grand job.

"My rating, Specialist Technician 3/c, means I am a Link Trainer Instructor. I usually think of "T" standing for "Teacher"! There is a fair chance that I may be able to get a course on Celestial Navigation and eventually teach in the Celestial Link.

"I guess that covers my news from start to the present."

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1943 - 1944

NEW (\*) and RENEWAL MEMBERS

- \*Miss Myrtle R. Allen, Warren Ave., Hawthorne, N. J.
- \*Miss Grace Pitkin Birge, 553rd Army Air Base Unit, RAAF, Romulus, Mich.
- \*Miss Margaret Anne Cook, 38030 Alamo Ct., Wayne, Mich.
- \*Mrs. Selma K. Cronan, 420 West 24th Street, New York 11, N. Y.
- \*Miss Vivian P. Gilchrist, 514 Second Ave., Northwest, Jamestown, North Dakota.
- Mrs. Ruth Freeman Hamilton, Concord Airport, Concord, N.H.
- \*Miss Helen J. James, 2480 - 16th St., N.W., Washington 9, D. C.
- Barbara Kibbee Jayne, Aviation Country Club, Hicksville, L.I., N. Y.
- \*Mrs. Dorothy B. Lunken, 725 Lake Shore Road, Grosse Pointe, Mich.
- \*Miss Helen B. McMaster, CAA Control Tower, Bendix Field, South Bend, Indiana.
- Mrs. Mildred E. Moray, Box 296, Oak Bluffs, Mass.
- \*Mrs. Lillian Gabagan Walker, 400 Park Avenue, New York, N. Y.

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AIRPORT FENCE

Clara E. Livingston, who has been working for the past two years as instrument flying instructor for Sundorph Aeronautical Co. at the Municipal Airport, Cleveland, Ohio, is now in Jamestown, N. Y. Her work at Sundorph was both private and WTS.

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Elizabeth Baer Green, formerly in Atlanta, Ga., writes: "I'm at present in the Air Traffic Control Training School (Civil Aeron. Adm.) here in Kansas City. Would be glad to meet any 99'ers who live here."

Her address -- Apt. 311, Park Central Hotel, 300 E. Armour Blvd., Kansas City, Mo.

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Doris M. Langher, 2826 N. Parkside Ave., Chicago, Ill., on May 13, 1944, passed the flight test for her Instrument Rating. She comments -- "Only girl in Illinois area." Our sincere congratulations, Doris.

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We were going to tell you that Ruth Shaw and Martha Hutcheson were the sole operators of the airport at Statesville, N. C., but Bird Eaton has done that for us. Here's our congratulations and best wishes for success with their undertaking.

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WASP Mary-Lincoln Heckman, N.Y.-N.J. Section, graduated from Sweetwater last March and is stationed at Aloe Army Air Field, Victoria, Texas. She is flying AT-6's and towing targets for simulated aerial gunnery, and reports "It's a very interesting position."

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June 1944