

# NINETY NINE

# NEWS LETTER

INTERNATIONAL ORGANIZATION

OF WOMEN PILOTS

September  
Editor,  
Mrs. Fanny Leonpacher

1940  
Box 432,  
Lafayette, Louisiana.



NINETY-NINES--N A A AFFILIATION. Votes were counted on August 10th and it was found that the Affiliation was approved, the vote being Yes: 21, No: 10, Didn't Vote: 1, or the total of 32 votes which were represented at Denver. Those voting Yes included New England, New York-New Jersey, Middle Eastern, Southeastern and Northwestern; No: Southwestern. North Central: 4 votes Yes, 3 voted No; South Central: 1 voted Yes, 3 votes no, 1 didn't vote.

Central headquarters are being set up in Washington, D. C. and the address for the present will be Ninety-Nine Headquarters, Willard Hotel, Washington, D. C. Cecile Hamilton will handle correspondence addressed to the Ninety-Nines. Further details will be published in the News Letter as they are available.

FISCAL YEAR. DUES !!! The amount of dues will continue the same -- \$3.00 yearly, and they are now due and payable. The fiscal year ends August 31st so that everyone's dues should be paid now. In determining the Section or Chapter to which a girl belongs, her legal residence decides.

PREGNANCY. At long last we women who expect the stork will be able to retain our certificates. We will be considered to be suffering a temporary physical disability and will be allowed to get time in the air by flying a dual control ship accompanied by another qualified pilot. Thanks to P. F. A., our President, the C. A. B. and any others who have helped us to secure this concession.

RECORD. Betsy Ross of Pennsylvania is trying to establish a new altitude record. Good luck, Betsy !

NORTH CENTRAL SECTION. Michigan Chapter. The State Capitol was honored by the Michigan 99's this month when we gathered in Lansing for an early breakfast as guests of Marion Weyant. Marion was a little late coming in from the Dawn Patrol at Jackson and came in to her own breakfast to a chorus of good natured "boos".

Honored guests at breakfast were our three new members who came with their brand new Private Certificates from C A B courses. We are most proud to present to you all Olive Jane Brown of Detroit, Dorothy Johnson and Norma Luneke of Kalamazoo. They are as enthusiastic about us as we are about them and we are so delighted to have them one of us. Eloise Smith, who flew in from Kalamazoo, announced that Harry, her 49<sup>1</sup>/<sub>2</sub>er husband, had soloed that week. It is Eloise who really brought us two of our new members so the Smith family's aerial activity was quite pronounced. As a "reward" we decided to drop in on Kalamazoo for our next meeting. Nothing like making the new members pitch right in. Alice Hammond had a busy day Sunday, too. She flew in from Detroit in a Cub Coupe and remembering that Lansing has a control tower she started watching for a "go" sign. None was forthcoming but on the ground were some men with flags so she concentrated on them. After landing, the men with flags turned out to be boys with model airplanes and as Alice turned to taxi back what should be bearing down on her but a menacing monster of a PCA airliner. Alice abruptly decided to change her course and no harm was done. Right after breakfast Alice had to hurry back to Pontiac where husband John was announcing an airshow. Also in the airshow was Helen Montgomery who had to miss our meeting in order to get the sailplane in

flying condition. Helen did sailplane aerobatics which must have been a real treat to the large crowd. The silence of a sailplane is fascinating and adds to the grace of any maneuver. And with Helen at the controls, a graceful performance is always assured. Mabel Britton took off from Ypsilanti for Lansing right in the midst of a model airplane contest and wasn't sure when she could go home and land. We thought about her all afternoon but a post card yesterday assured us the models all went home in time for the Fairchild to land late in the afternoon. Gladys Hartung returned from Wisconsin in time to preside at the meeting and extend an invitation to the annual Women's Airshow at Hartung Field the last Sunday in September. The famous Joyce Hartung Trophy is awarded that day by Gladys' little daughter and there are always many competitors -- all feminine. Kalamazoo reports record attendance at the airshow there Sunday -- more airmeets in Michigan this summer!!- and that Marion Weyant got in just before the field was closed. One more minute and Marion would have had to take to the lake. Leora Stroup couldn't get to breakfast, but was on duty as an Aerial Nurse in Pontiac. The nurses in their blue uniforms always look so trim and impressive -- they are a credit to the organization.

During the last month Betty Grohman happily gave up her junior status and acquired a Private Certificate and an active membership simultaneously. To celebrate she attended the Lansing meeting with her brother as passenger in a new Luscombe. Our congratulations to Betty are especially hearty because your reporter heard the Inspector compliment her mightily on her flying ability -- and we all know that Inspectors are not lavish with praise. Caroline Coffman is getting ready for the big step too, flying hard in the yellow Cub at Bay City airport almost every evening. While she flies out in the cool evening air, your reporter is in a hot hangar learning to grind valves under the watchful eye of a tutor who can never get over the uneasy feeling that the motor will get put together with hairpins if he doesn't watch.

---Sara Winn.

SOUTHEASTERN SECTION. On the 9th day of August another Stroke was added to our Crew. We now have a TENNESSEE CHAPTER. They are a grand group of girls whose interest in flying is keen. They have already laid out a plan for the things they are going to do this coming year. Their sincerity and attitude about flying was very clearly reflected in the manner with which the men pilots and airport officials at Knoxville proudly acclaimed these eager girls. There is a great deal of interest in flying among the women in Tennessee and the new little Chapter is going to be a new big Chapter very soon. And here are the members: Pearl Fancher, Knoxville, Chairman; Louise Carson, Maryville, Vice-Chairman; Ruth Evans Bowler, Alcoa, Secretary-Treasurer; Ruth Wolfe Thomas, Knoxville, Membership Chairman; and Millie Lee Ownbey, Chattanooga. Welcome, Tennessee Chapter, and our best of wishes for your unending success is hereby sent to you from the heart of every girl in Dixie!

Another new member for Georgia: Mrs. Olyve Johnson from Gainesville. She is now taking an advanced flying course in Arkansas City, Kansas, but expects to finish and return to Georgia in September. Betty Hamilton wins the "Travelers" medal this month. She accompanied her husband on the Sportsman Pilots' cruise to Canada, and reports that the trip was grand and that she had the opportunity to visit with a lot of 99ers who were also on the Cruise. Now she is gone again -- this time to the mountains. Sure hope you took along pontoons, Betty, because you are going to need them in this high water. Agnes Fittman has just returned from a flying vacation. She cranked up her "K" and headed west, landing at Springfield, Mo., where she spent a few days with friends. From there she flew to Cincinnati and on to Middleton, Ohio, where she had a factory overhaul put on her motor. She simply had to take advantage of all her newly acquired compression, and New York was the next scheduled stop-over. It is a good thing her vacation was limited to two weeks or we would be receiving those rare notes of hers from China or some-such. We have lost another member in favor of the East: Catherine Boyers from Hartsville, S. C. has moved to New Jersey, and right on top of this news came an announcement that Catherine has a new baby boy.

Warning to 99er's! Don't ever throw anything heavy in the baggage compartment of Nell Behr's ship without first looking inside, for if you do you are sure to do damage to lil' Nelle Elaine. Baby Nelle is only two months old but she knows all about going bye-bye with Mama at the controls. Papa-Behr is reported to be working on a bottle warmer that will operate from the manifold heat. Ann Johnson reports that all ballots for the 1941 Section officers are in ahead of the dead-line date. These ballots will be opened and counted at our next meeting which will be held in Charlotte sometime in September. Your Governor has accepted the invitation of the President of the Carolina Aero Club to hold our annual meeting in conjunction with the annual meeting of his Club, which is to be held in September also. No definite date has yet been set. Watch for this date announcement and make your plans in advance so that you can do your share to help have a 100% attendance.

---Jessie Woods.

NORTH CENTRAL SECTION. Minnesota Chapter. It's funny how this summer weather turns the ink into water so that the news doesn't show up on the paper, or did the reporter maybe forget to put it down? Could be - could be! Anyhow, things have been happening up here in the north countree: an air show, a 99 Club Pilots' Ball, several new licenses, new jobs - well, all right, we'll take them one at a time.

The air show, a three-day affair, was one of the most important features of the recent Minneapolis Aquatennial. In the Aquatennial opening day parade was a beautiful 99 Club float in blue and white - a flat platform with a 1/3 size replica of a Cub with revolving prop, and Ella Steen, Ruth Jorgensen, Joan Whalen, and Janet Wakefield all in white and looking fresh and cool in spite of the heat. Then in the Parade of Progress which opened each performance of the air show, 99'rs Virginia Marter and Edith Campbell flashed off the nice points of a Taylorcraft Deluxe and Cub Coupe, respectively.

On Saturday evening, July 27th, the Flame Room of the Radisson Hotel in Minneapolis became the "town gathering place" for pilots as Rollie Altmeyer's ten-piece orchestra played swing tunes for the 99 Club Pilot's Ball. Such notables as Leonard Peterson, Bobby Lupton, and Capt. Jesse Bristow, who during the afternoon had thrilled the audience with their daring maneuvers in the sky, were present at the ball. Door prizes were numerous and consisted of tickets for dual flying instruction, free plane rides, aviation gas and oil, etc.

Jacqueline Cochran flew into Minneapolis Sunday, July 28th in her slick green Beechcraft to attend the air show. She invited us all to be her guests at a luncheon at the Cafe Exceptionale at which time she gave us a most interesting account of her various activities.

Virginia Marter is still "in the air" over her new commercial certificate, and Mary Jane Leasman and Joan Whalen are most proud of their privates. Helen Murphy of Mankato who also carries a private tucked in her pocket wherever she goes is a new member to this Chapter. Welcome, Helen! Chairman Rose Dale has forsaken her position at an exclusive department store in Minneapolis and is now secretarying it at her brother's airport. It's more fun out there, isn't it, Rose? And last but not least, your reporter is again strolling on clouds because of her new position in the Aeronautical Inspectors' office at Wold-Chamberlain Airport. Nothing like being in this flying business, is there?

---Emily Cikanek.

SOUTHWEST SECTION. Bay Cities Chapter. Our August meeting was held at the Benjamin Franklin Hotel in San Mateo. We selected that rendezvous because it was especially convenient for the girls on the peninsula, being only fifteen or twenty minutes drive from any of the neighboring towns. Result: only two of the peninsula girls showed up. By contrast, Eleanor Turney drove a hundred miles to attend the meeting. (Distance lends enchantment. Next month we will hold our meeting in Saskatchewan and

have a full house.) Anyway, there were nine of us from round-about places to have fun and a good dinner. We initiated our charming new member, Mary Bowles. Mary has been flying at Palo Alto for the past year, with Fred Harvey as instructor. During July she made a trip to New York to take delivery on a Fairchild Ranger. She ferried the ship to San Francisco, flying time - twenty-three hours. We have another new member, Mary Hables of Kings City. Her husband is the government flight instructor at Visalia. We hope that Mrs. Hables will attend one of our meetings very soon, so that we may personally welcome her into the Club. Bessie Owen and Ya Ching Lee were in town on July 19, and met Harriet Isaacson, Afton Lewis, Ruth Rueckert, and Marjorie Hook at the San Francis Hotel for a short visit. Marjorie Hook flew to Merced on July 14, and to the Sky Ranch with Afton Lewis on July 21. Afton has returned to her own studio in Lundy's Lane. For the past six months she has been sub-leasing a friend's home.

Ces Brav spent two weeks at Murrieta Hot Springs. She liked that name, Murrieta. They say Joaquin had a way with women. Now if a dark, fascinating bandit has stolen our gal Ces, she will tell us, maybe, yes? Ruth Wakeman has returned from Feather River Inn. She is devoting her time now to instrument flying. Harriet Isaacson flies down to Rio Del Mar for week-ends. Two weeks ago she went to Chester in the Sierras for a fishing trip. Eleanor Turney is making everyone unhappy these days growling about ground school. She is taking the instructors' course in the government school in Stockton and hopes to be a full-fledged instructor, with classes, this fall. Ruth Rueckert is rounding up the fledglings. As soon as the C A A course is finished in September, we are going to have a rodeo, and Ruth is going to put a red-hot 99 brand on each fair young shoulder, with no affiliations, we hope.

---Rita Gerry.

Letter from Mary Calcano, formerly of the New York-New Jersey Section.

I have been trying to write ever since I arrived in Venezuela in November last year, but thought I would write when I had something to say, and so...time flies! I trust I will have time to give you a little story of my flying activities in Venezuela before some urgent work comes along and I have to stop this letter. I also trust my English will be "understandable" this morning - sometimes I just can't think in English.

It took me a whole month after my arrival here to clear the usual Latin-American rod tape and be able to fly my little Coupe. The PAA field, where the ship was being assembled, is 30 miles from Caracas, winding up and down mountains that go as high as 9,000 feet. The day the ship was ready I had to test fly it and take it to the home airport, a city named Maracay (there is no hangar at the PAA field.) That meant climbing the ship from sea level to 8,000 feet and flying over mountains for half an hour before reaching the valley and even then there is no decent place where you can sit your plane without tearing at least the fabric. It was a terrific experience; I have never flown over these mountains of mine, which look so beautiful and yet so dangerous! It was the longest hour ever flown, thinking all the time... "Suppose there is a loose nut somewhere, suppose a wing falls, suppose the motor quits, etc." and I would end with my little pretty Coupe at the bottom of the canyon. No, it was fun only after I had landed.

Since making this flight I made up my mind to cross these mountains over and over again until I got used to them. I have flown some 3300 miles cross-country since then, most of which has been at altitudes between 7 and 10,000 feet. Mountains still bother me a little but most of the time they are covered by clouds, so I don't have to see them much, and I just concentrate in the roaring of my engine, and my compass.

Flying in Venezuela is relatively easy, as far as weather is concerned. Even tho we have no weather stations and we never know how the weather is 20 miles away from the airport, you are almost always apt to find the same weather for a distance of 200 miles. We have zones where we know how the wind blows, but every flight is subject to guesses, of course, and one has to fly by instinct more than anything else. The worst thing is tho, the lack of references on the ground. On any route, you only find check points every 50 miles or so. When you leave the mountains and get to the plains where the topography is exactly the same for miles and miles - big open savannas, then a ranch, then a piece of jungle and then the savanna again - you better guess right as to the direction and velocity of the wind, or....As a matter of fact, if you are travelling south you know you will get to the Orinoco or Apure River someday. Doesn't it sound like a lot of fun?!!

All in all, I have flown this Cub 130 hours without a single scratch. It is ready to be sold, since I want a new ship with plenty of instruments and a starter. Still, and for a long time apparently, I am the only woman flier here. Only boys are taking up flying and I am the spoiled child in aviation circles. This is fun, in a way, since I get all the attentions. The other girls here seem to find more excitement out of the movies, parks, trobadours and the flowery love-making of the Latins. I have talked enough. This is almost a conference, but if you think the girls will get a kick out of my experiences, tell them about it when you get together. Now, it is about time I tell you that being a "99er" means, remembering my meeting you, my good friend Meta Rothholtz, one dinner and meeting. By the way, my Certificate No. is 73550, Private. Trust I have not bored you and that I will hear from you soon. With my best wishes to you and all of my friends at the 99ers, I am,  
Sincerely, ---Mary Calcano, P. O. Box #7, Caracas, Venezuela.

Missouri Valley Chapter. The duet of Adele and Johnny Morrison has now become a trio with the "landing" of Joanne Patricia at the Immanuel Hospital in Omaha. Joanne is this Chapter's first "bundle" from heaven.

Belle Hetzel returned from a Minnesota sojourn and aroused our interest very much with her report of what our sister chapter in Minneapolis has been doing. The Chapter should be handed orchids and salaamed for their ingenuity and intrepidity-- when they discovered a Cub had too wide a wingspread for a parade permit, they took it upon themselves to build a giant size model. Belle said it was a thing of beauty, all flowers, stapled there by determined 99ers and the dance they sponsored was a promoter's realization.

Nurse Dorothy Berendsen was honored at a farewell luncheon on the 16th at the Keen Hotel Coffee Shop. Dorothy is departing at once for El Paso, Texas, where she'll continue her vocation and avocation of nursing and flying. Irene Adamson, the most prodigal of our meandering members, has returned home once again after a season of California-ing, but will soon hit the trail for ole Wyoming as September approaches and all the little cowboys and cowgirls go to school; Betty Bachman spent her vacation at Sun Valley accompanied by her mother and while she watched with awe the smooth Olympic stars execute their 8's on ice, we know she could have commanded the same respect with the 8's she does in the air. Yours truly went to school under the CAA for awhile, but what with trying to work and accumulate a trousseau too, the ground school had to be postponed for the time being. In fact, it's time for me to start "banking" right now.

---Sonnee Mae Joe.

NORTH CENTRAL SECTION. Iowa Chapter. Our Chapter members as well as many guests were delightfully entertained at a picnic luncheon in the lovely home of our Chairman Helen Jeanne Johnston in Des Moines on Saturday, July 20. Our guests were June DiNio, Mary Olson, Martha Trewin, and Genevieve Williams from Cedar Rapids; Betty Frey,

Charlotte Helm, and Margaret Swendsen from Des Moines; Agnes Braun from Spencer; and Natalie Ellis, Jean Sidwell and Marjorie Smith from Iowa City. We were very pleased to have Betty Johnson of Red Oak at our first meeting as our first new member. Betty was the only girl to enroll last year in the CAA training program at the State University in Iowa. We bid you a most cordial welcome, Betty, and sincerely hope that you will enjoy your membership in this Chapter. We hope soon to have some other present collegiate members on our roster, to keep you company in the 99's. It was a little hard to settle down to a business session after the grand food Helen served us. However, plans were soon underway for airmarking unmarked Iowa cities and towns as well as othervaried activities. Many communities will become Ninety-Nine conscious in the very near future. Tentative plans were made to hold our next meeting at the Marshalltown airport on Saturday, August 17th. We are hoping that Winifred and "Bernie" Eno will be there for we surely missed them at the last meeting. Our guests seemed reluctant to leave after the meeting and enjoyed discussing the organization. In this way we all became better acquainted, and I am sure our guests were given an incentive to become members.

Betty Johnson spoke before the Red Oak Chamber of Commerce recently. They are planning on the CPT program in their Junior College. This necessitates enlarging their airport. Glad you could lend a helping hand, Betty. These men plied her with questions and I'm sure felt the evening was interesting as well as enlightening. A letter from Betty Strieff, saying she and Dave Munro flew to Minneapolis recently and were pleasantly entertained by 99'ers in that city. A unique feature of their trip was the harvesting of a farmer's flax crop for him when they landed in a hurry to avoid a storm.

Signing off here in Chariton at the home of my parents.

---Etha L. Piper.

See elsewhere for biographies on members of this active new Chapter.

NORTH CENTRAL SECTION. Indiana Chapter. Hi ladies! The Indiana Chapter held their monthly meeting at the Purdue Airport, Lafayette, on Sunday, July 21st and it was quite a nice meeting we had. Betty Folsom and your reporter flew down in Betty's Fairchild with Mrs. Rose Ewing as a guest of the Chapter. Jane Templeton buzzed in from Indianapolis and at last Helen Wetherill from Richmond made one of our meetings. We were mighty pleased to see her too, by gosh. Lois Hollingsworth and Pat Dickerson of Lafayette were there. We had a short businessmeeting and decided to raffle off a radio for the Amelia Earhart Fund. Helen Wetherill and Betty Folsom are in charge and will give us more details at the August meeting. The Chapter voted in regards to becoming affiliated with the N A A and we voted for it. The place of the next meeting to be announced by the Chairman, Pat Dickerson. Helon House of Rochester has been having fun this past two weeks - studying and taking a refresher course for her re-rating. Gosh, she's worked so hard that she looks like a mere shadow. Helen has made several trips to Chicago and Indianapolis lately. Some fun this flying business! Betty Folsom has been down in Indianapolis for a week - oh to be a lady of leisure and fly around like that - such is the life of a working goil though! And before I forget it, in case Doris Schory is listening in, I wish you would stay home once in awhile. I've been to the Kokomo Airport three times in the past month just to see you and each time I get the same answer "Sorry, she just left". What goes on down there??? Next time I go down to Indianapolis, I'm going to ignore Kokomo - Ruth Colwell of Indianapolis writes that she and her husband (baby too) are still flying around building up time. If you come out to the Bendix Airport some time, you will find Mrs. Jerry Greone flying around in her Taylorcraft and if you look at the other end of the airport, you might see Nell Emery either landing or taking off from a XC trip. Boy, are we busy little bees at our airport - just ask us! (I'm tired.) Guess I've given you all of the information that I can think of just now - so, bye now - if any of you 99'ers get to South Bend give me a buzz.

---Marjorie Jan Stables.

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Betty Strieff. Flying lesson No. 1, May 19, 1939, soloed June 8; solo license test June 28; private license received November 28. These dates almost complete the flying history of Miss Betty Strieff, 22-year old secretary at the Iowa State Banking Department. High-lighting her flying experiences is a trip last summer in a new Cub Coupe from the Cub Factory at Lock Haven, Pa., to her home in Des Moines. Betty is vitally interested in all movements which promote private flying. She is President of the "Petticoat Flyers" a Des Moines feminine pilots' club, and also is Chairman of the Membership Committee of the Des Moines Unit of the Aircraft Owners and Pilots Association. She seldom misses a breakfast flight and hopes that someday manufacturers will build a plane which her purse can accomodate.

Edith L. Piper. Your news reporter was born at Lacona, Iowa. Moved to Chariton in 1912 where I finished high school. Entered University of Iowa 1921. Married to John Piper in 1924. My husband opened a candy and coffee shop here in Iowa City soon after we were married and this year completes our sixteenth year in business. We believe in mutual hobbies for married people, having enjoyed considerable golf during our summer months and ice-skating during our winter months, giving aviation very little thought until 1938. My husband became tremendously interested in aviation when he served on our city council and was a member of the airport committee. He soloed before I knew he was flying and received his private pilot's certificate in 1938. One evening, Lain Guthrie, instructor at our airport, asked me to take a ride with him. He let me take the controls and of course you all know the rest of the story. I learned the aviation bug bites one just as hard as the golf bug, only harder. I received my solo license in May, 1939, my private on June 8, 1939, and had hoped to have a commercial license by this time. A back injury forced me out of the air soon after I received my private #63322. I have now been flying again for two months. Have a total of 140 hours to my credit, and before the summer is over I hope to be qualified to try for a commercial. I forgot to tell you that I learned to fly in our own ship, a Cub 50. My instructor and his family left recently for Washington where he will qualify to be a Federal Inspector. Wouldn't it be nice if the instructor who taught me to fly could carry on—and grant me a higher rating?

Winifred Eno. Private <sup>93050</sup> My main reason for learning to fly was because my husband, my two step-sons, and daughter-in-law were all flying, and I wanted to enjoy the fun they were having. We own the airport and one son operates it, so I had every opportunity available. Now, since I received my Private certificate, we are known as the Flying Eno's because our whole family flies. We have three commercial pilots, a private and a solo pilot in the family.

I started taking flying instruction in September 1937 and soloed the same fall after approximately 8 hours dual. I flew the next two years for pleasure, owning during this time a 40 HP Taylorcraft, and an Aeronca Chief 65. In December 1939 I passed my solo pilot's tests and in April of this year, I passed my private pilot's tests. To date I have nearly 100 hours and have flown Cubs, Taylorcrafts and 50 and 65 Aeroncas. My flying is only for personal pleasure and convenience of travelling. I have had several interesting experiences during my flying. One interesting flight which I enjoyed very much was flying a Cub on floats this past winter while vacationing in Florida. Another was an airline trip I took this spring from Omaha to Oklahoma City and return. I am anxious to meet more 99's so if any of you are passing through Iowa, we would like very much for you to pass thru at Fort Dodge so the Flying Eno's can make your acquaintance.

SEPT. 1940

Freda Bernice Eno. Commercial #38399, lived the life of any normal girl in a small town. Finished grade school and high school. Then enrolled in a school of nursing at Mercy Hospital, Fort Dodge. My ambition then to become an Airline Stewardess. I met my husband at the hospital during my nursing and left the nursing duties after two years training to marry an airplane pilot. Two and one half years later, on March 13, 1936 I started taking my first instruction. My father-in-law owned the airport and my husband was Chief Pilot and Manager. My first instruction was on a LeBlond Davis, but shortly after I had started we sold it and I continued in a Cub. I soloed after approximately 8 hours instruction. I flew solo for one year before taking my Private, and have advanced one step every year since, getting my L. C. in 1938, and my Commercial in 1939. I now keep busy being general flunky, airport secretary, stenographer, hostess and hopping passengers. I have travelled many miles by air, having been in Oklahoma, Kansas, Nebraska, Minnesota, all over Iowa, in Illinois, and have made two trips to Miami on the Light Plane Crusise. During the past Miami All-American Air Races, I flew my first race, placing 4th out of 7 in the women's Alcazar Race. I now fly Cubs, Aeronca Chiefs, and before long I will be operating commercially a Cub Cruiser. In the future I would like to hold an A & E mechanic's certificate as I am very interested in that part of aviation. One desire I hope to fulfil is to take a coast-to-coast flight on an airliner.

Helen Jeanne Johnston. I think the fact that my brother Jim spent six very interesting years in naval aviation had a great deal to do with my taking up aviation for my own personal satisfaction sometime in May of 1938. My first Instructor was Marion Wearth of the Wearth Aeronautical School at Ames, Iowa, who coached me through my Private in May of 1939. Under the name of Helen Jeanne Tanner, License No. 49487, I enjoyed a number of hops from Ames to Chicago, Ames to Kansas City and locally over the State of Iowa. At that time my vocation was Secretary to the Cashier of the Ames Trust & Savings Bank.

In June of 1939 an Aeronca Chief became my proud possession and I resigned my position with the Ames Bank and decided to fly to California to assist a friend in Los Angeles in her business there. The T. W. A. route from Amarillo, Texas to Los Angeles was chosen, and the major incident of my trip was a refueling which became necessary between Albuquerque and Winslow, Ariz., due to high winds which I encountered at altitudes of 7 to 10 thousand feet which it is necessary to fly on that route. The resulting experience with rattlers and Indians, a Mexican hotel and a compass which acted crazily, make good reading, but at the time were far from pleasant.

In flying my ship into Bakersfield it was necessary to circle Municipal Airport, put the ship into a 60 mph climb, hold it there for a full hour at which time the ship should be crossing the crest of the mountains at about 11,000 feet altitude--and this from a sealevel airport! When the crest had been crossed I throttled my motor and let the ship practically glide into Bakersfield about 35 miles North.

In the fall Mr. Johnston came out for our wedding and we spent our honeymoon returning to Iowa via Old Mexico and the southern cities which is an absorbing experience and a route a little better adapted to light planes - but that's another story for another time. *License # Private 49487*