

BOSTON, MASS.
JEWISH ADVOCATE
W. 35,304

JUL 25 1963 *By Heller*

Jet Overhaul Center Dedicated by Northeast

Amelia Earhart will be honored in special ceremonies at Boston's Logan International Airport today. Northeast Airlines' "Amelia Earhart Jet Overhaul Center" will be dedicated to the famed aviatrix who was one of the founders of Northeast. At the same time, the first local deliveries of the new Amelia Earhart commemorative air mail stamp will be made by the Ninety-Nines — world-renowned organization of licensed women pilots.

On hand for the Boston ceremonies will be famed aviatrix, Jacqueline Cochran, who is past president of the 99's and a member of the Northeast Airlines Board of Directors, James W. Austin, president and chairman of the Board of Northeast, press, radio and T.V. representatives and a number of well-known aviation figures and local dignitaries including Amelia Earhart's sister, Mrs. Muriel Morrissey of Medford, Mass.

As keynote speaker, Miss Cochran will recall her close friendship with Amelia Earhart during the time when the late aviatrix pioneered Northeast Airlines' original routes throughout New England and founded the now-famous 99's. The dedication of the airline's jet overhaul center to Amelia will be one of the most significant events marking Northeast's 30th anniversary year in 1963. The facility itself is a multi-million dollar technical services complex where each of the aircraft in the line's 31-plane fleet undergoes regular maintenance and overhaul.

Waterbury American
WATERBURY, CONN.
D. 41,020

JUL 25 1963 *By Heller*

Earhart Stamps Delivered

BOSTON (UPI)—A jet overhaul center named for famed aviatrix Amelia Earhart will be dedicated at Logan International Airport today.

At the same time, the first local deliveries of the new Amelia Earhart commemorative air mail stamp will be made by the Ninety-Nines, an organization of licensed women pilots.

The stamps will be flown from Atchison, Kas. by Mrs. Teddy Kenyon, a charter member of the organization and one of seven pilots who flew with Miss Earhart.

Copies of the stamps will then be flown to the other state capitals in New England by members of the Ninety-Nines.

Jacqueline Cochran, past president of the Ninety-Nines and a member of the Northeast Airlines board of directors, will be the keynote speaker in the ceremony at the new Northeast facility.

THE BOSTON HERALD
D. 178,553 S.283,819

JUL 23 1963 *By Heller*

Airline to Dedicate Amelia Earhart Building Thursday

Famed aviatrix Amelia Earhart will be honored when Northeast Airlines dedicates its new Amelia Earhart Jet Overhaul Center Thursday at 4 p.m. at Boston Airport.

On hand will be Jacqueline Cochran, another famed aviatrix, past president of the women pilots' organization, The Ninety-Nines, and member of the Northeast Airlines board of directors; James W. Austin, Northeast president, and Mrs. Muriel Morrissey of Medford, sister of Miss Earhart.

Simultaneously, first local deliveries will be made of the new Amelia Earhart commemorative air mail stamp. First day covers will arrive on a special flight from Atchison, Kan., piloted by Mrs. Teddy Kenyon, former Boston area resident.

The Boston Globe

(EVENING)

D. 350,129 S. 504,283

JUL 1 8 1963 *B. Keller*

Airline to Name Jet Center for Amelia Earhart

Northeast Airlines' multi-million dollar jet overhaul center will be dedicated in honor of Amelia Earhart in special ceremonies next Thursday afternoon at 4.

The July 25 ceremonies will

feature Jacqueline Cochran, noted aviatrix and a member of Northeast's board of directors, and Mrs. Albert Morrissey of Medford, sister of Amelia Earhart who was one of the founders of the airline.

Delivery of first-day covers of the Amelia Earhart commemorative air mail stamp from Atchison, Kan. (July 24 is the first issue date) will be another feature of the dedication.

LOWELL, MASS.

SUN

D. 45,001

JUL 30 1963 *B. Keller*

A Place in The Sun

By Marguerite Lyons

Never realized there were so many women in this area interested in being off the ground as we did last Thursday when we attended the special ceremonies at Boston's Logan International airport honoring Amelia Earhart. The history making dedication of the jet overhaul center named for the famed aviatrix, for which we were slightly late, took place at the same time as the first local deliveries of the new Amelia Earhart commemorative air mail stamp were being made by the "Ninety-Nines", world renowned organization of licensed women pilots.

First day covers of the new stamp arrived at Logan after a special flight from Atchison, Kansas, piloted by Mrs. Teddy Kenyon, a former resident of the Boston area. A charter member of Ninety-Nines, Mrs. Kenyon is one of the seven women pilots, who flew with Amelia and were delivering the special stamp to all parts of the country after taking off from Kansas on Amelia's birthday.

Keynote speaker for the occasion was Jacqueline Cochran, also a famed aviatrix, past president of the Ninety-Nines and a member of an airlines board of directors. She fondly recalled her close friendship with Amelia Earhart during the time when the late heroine of the skies pioneered these airlines original routes throughout New England and founded the now famous Ninety-Nines. The dedication of the jet overhaul center to Amelia is one of the most significant events marking the airlines 30th anniversary. The facility itself is a multi-million dollar technical services complex where each of the aircraft in the line's 31-plane fleet undergoes regular maintenance and overhaul.

Noted among the numerous widely known aviation figures and local dignitaries were James W. Austin, president and chairman of the line's board of directors, Mrs. Muriel Morrissey of Medford, sister of the honored aviatrix, press, radio and television representatives.

The New York Times

D. 680,265 S. 1,306,418

JUL 21 1963 *B. Keller*

"BOSTON JET CENTER" WILL BE DEDICATED

Special to The New York Times

BOSTON, July 20—Northeast Airlines will dedicate the Amelia Earhart Jet Overhaul Center to the memory of the pioneer flier Thursday at Logan International Airport here. Miss Earhart was a founder of the airline.

The airline also announced that deliveries of the new Amelia Earhart commemorative airmail stamps would be made by the Ninety-Nines—an organization of licensed women pilots.

The stamps will be flown here by Mrs. Teddy Kenyon from Atchison, Kan., where the Miss Earhart was born.

Another women flyer, Miss Jacqueline Cochran, will participate at the ceremonies. The jet center is a multimillion dollar complex where the line's 31-plane fleet undergoes maintenance and overhaul.



Aviatrix-Artist Marion Lopez and her craft.

Area 'Earharts' Honor Their Idol

Mention Amelia Earhart to an amateur aviatrix and you've got yourself a conversation — a one-sided one, perhaps, but nonetheless interesting.

Miss Earhart they tell you, is legendary, incomparable, the paragon of female flyers.

So it was with great pride that a former Norton resident and two Rhode Islanders climbed into private planes this week to take part in ceremonies heralding release of the Amelia Earhart eight-cent stamp.

Except for their varied destinations — Atchison, Kansas; Augusta, Maine; Boston, Hills-grove, Detroit, Washington — they had many things in common: they were all women, all pilots and all members of the Ninety Niners, an international sorority of the airways, founded by Miss Earhart.

The airborne trio included:

- Mrs. Marion Andrews Lopez, a Norton native, amateur pilot and professional artist, who designed a first-day cover (a commemorative envelope bearing a postmark and the first-day issue of a new stamp), for the stamp honoring the late famed woman flyer, and presented Lopez-designed covers to the mayor of Detroit and President Kennedy this week.

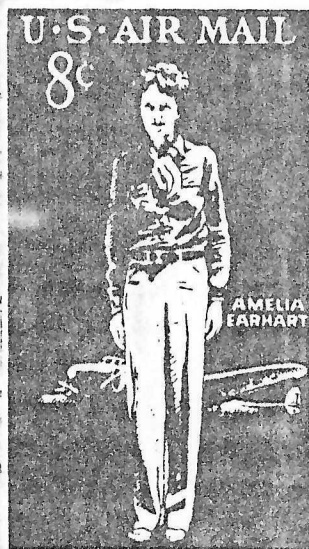
- Mrs. Evelyn B. Cataldo of Mendon Road, Cumberland, a new Ninety Niner who flew her own plane, a four-seater Cherokee 180, from North Central to Boston's Logan International Airport for ceremonies, and then on to Augusta, the capital of Maine, Thursday night with a first-day cover for Gov. John H. Reed.

- Mrs. Frankie Sutton of Esmond and formerly of Lincoln, secretary of the Southern New England Chapter of the Ninety Niners, who flew from Hills-grove to Boston, and then by helicopter, to the Providence Post Office, where Postmaster Harry Kizirian hand-canceled two first-day covers. One was for Governor Chafee and the other was to be mailed to the Oklahoma headquarters of the Ninety Niners.

Flying farthest of the three was Mrs. Lopez, who now lives in Whitestone, N. Y. Thursday she and a fellow Ninety Niner flew from Atchison, Kan., Miss Earhart's birthplace, to Detroit with a first-day cover for Mayor J. P. Cavanaugh. Friday it was on to Washington to present a

cover to the President at the White House.

The daughter of George E. and Mrs. Ora Andrews, Mrs. Lopez studied art at the Worcester Museum School of Art, Massachusetts School of Art, Rhode Island School of Design, Yale University and Pratt Institute, and was a commercial artist with the L. G. Balfour



NEW EARHART STAMP

Co., of Attleboro for several years.

Now an accomplished free lance artist (she has exhibited water colors at the U. N. Plaza), she combines her two interests — art and aeronautics — as designer of the program for the annual Puff Derby, the transcontinental air race for women. She has flown four times in the derby, and won twice in her class.

Mrs. Lopez took to the air more than 10 years ago, determined to overcome a lifelong fear of flying. She is former Vice governor of the Ninety Niners' New York-New Jersey chapter.

Mrs. Sutton, wife of Dr. Glenn A. Sutton, a Lincoln dentist, has been a Ninety Niner for four years and a pilot for seven. Heavy traffic at Logan briefly delayed her return flight to Hills-grove, where she was flown by helicopter to the Providence Post Office. The weather was with her all the way, until she stepped out of the helicopter and into a summer storm to meet Postmaster Kizirian.

Mrs. Cataldo, who won her license in February, after just ten weeks of study and training, flew her plane from North Cen-



Pilot Evelyn Cataldo Aboard Her Four-seater.

tral to Boston Thursday. There she met Miss Earhart's sister, and Jacqueline Cochran, first woman to break the sound barrier. Following exercises there, she and four fellow female flyers left for the New England state capitals, bearing first-day covers for the governors.

Mrs. Cataldo, flying alone and at night, had the longest trip. Leaving shortly before 6, it took her an hour and 17 minutes to cover the 135 air miles to Augusta. Although actual flying time home was only an hour and a half, she didn't get back to North Central until midnight, following a lengthy stop-over in Boston because of thunderstorm warnings over Rhode Island.

Flying has been practically a lifelong ambition for Mrs. Cataldo, a Pembroke graduate. "My only regret is that I didn't do this years ago, when I was 18. I always wanted to learn to fly, but I never realized there was a place — North Central — this close by.

"Now my husband, Paul, is taking lessons, and is getting ready to solo. My daughter, Bernadette, 17, is also learning. Our son, Paul, who is only 7, is a passenger for the time being. "I'm working on my commercial rating now, because I want as much information about flying as I can possibly get. People think of flying as a daredevil thing, but my feeling about it is this: it's no more daring and no more of a feat than driving. The main requirement for both is COMMON SENSE. And they put you through a lot before you get your license.

"If people realized that flying is not a stunt, volume would have brought the price of planes to within the reach of the average consumer — like the automobile. You have highways down here, we have airways up there. And it's quite busy up there, too, you know. When I first started, I thought I would have the whole sky to myself. But there is 'traffic.' You're not alone up there."

PAWTUCKET, R. I.
TIMES
D. 38,168

JUL 27 1963

By the way

JUL 26 1963

Ref. 100

Tribute To Amelia Earhart

Air Facility Opens Here

To many persons, the disappearance of Amelia Earhart on a flight over the Pacific remains a deep mystery.

But not to another famed aviatrix, Jacqueline Cochran.

NO MYSTERY, SHE CLAIMS

Miss Cochran was in Boston yesterday for the dedication of Northeast Airline's multi-million jet overhaul center to Miss Earhart's memory. The event coincided with the 30th anniversary of the airline, of which Miss Earhart was a founder, and the distribution of the Amelia Earhart commemorative stamp.

Miss Cochran told newsmen that Amelia Earhart's last flight in July, 1937, is "colored with the tales of capture and execution by the Japanese."

"It is no mystery to me," she continued.

Miss Cochran said she is convinced that Miss Earhart and Fred Noonan, who accompanied



(AP Wirephoto)

DEDICATE EARHART CENTER—Jacqueline Cochran, famed aviatrix, 2nd left, presents commemorative plaque to James W. Austin, president of Northeast Airlines, at ceremonies dedicating the airline's "Amelia Earhart Jet Overhaul Center" at Logan International Airport. Mrs. Muriel Morrissey, Amelia Earhart's sister, left, looks on.



AMELIA EARHART

her, met their deaths when they failed to find "the little island of Howard."

Although not too far from Hawaii, she said, the island had insufficient navigational aids. Furthermore, Miss Earhart's plane was low on fuel and the weather had turned murky.

"There was little room for error in navigation," Miss Cochran said.

"Fred Noonan was a good pilot with much Pacific experience," she said. But the combination of bad weather and a faulty radio receiver proved too much, she added.

"Amelia Earhart, out of fuel and with no landfall, went down and sank beneath the waves. You can make sure that she did bravely."

Present at the ceremonies was Mrs. Muriel Morrissey of Medford, Miss Earhart's sister.

Dear Miss Cochran,

We thought you would be
interested in the attached.



RICHARD HANNAN

Director of Public Relations

Rich Hannan

NORTHEAST AIRLINES

LOGAN INTERNATIONAL AIRPORT

BOSTON 28, MASS.

LOgan 7-8300

The Boston Globe—Thursday, July 18, 1963

Airline to Name Jet Center for Amelia Earhart

Northeast Airlines' multi-million dollar jet overhaul center will be dedicated in honor of Amelia Earhart in special ceremonies next Thursday afternoon at 4.

The July 25 ceremonies will

feature Jacqueline Cochran, noted aviatrix and a member of Northeast's board of directors, and Mrs. Albert Morrissey of Medford, sister of Amelia Earhart who was one of the founders of the airline.

Delivery of first-day covers of the Amelia Earhart commemorative air mail stamp from Atchison, Kan. (July 24 is the first issue date) will be another feature of the dedication.

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Boston Traveler, Thursday, July 18, 1963

Jet Center To Be Dedicated

Amelia Earhart Will Be Honored At Airport

Amelia Earhart will be honored a week from Thursday at Boston Airport when Northeast Airlines dedicates a jet overhaul center in her memory.

At 4 p.m. ceremonies, the famed aviatrix who was one of the founders of Northeast will also be honored by arrival of the first local deliveries of the new Amelia Earhart commemorative air mail stamps.

The stamps will be flown in from Atchinson, Kansas, by Mrs. Teddy Kenyon, a member of the Ninety-Nines, an organization of licensed women pilots. She is formerly of the Boston area.

Miss Earhart was a native of Atchinson, and was a flying companion of Mrs. Kenyon.



AMELIA EARTHART

Covers of the special stamp will then be flown to other New England capitals from Boston by others members of the 99's.

Keynote speaker at the cere-

monies will be famed aviatrix Jacqueline Cochran, past president of the 99's and a former close friend of Miss Earhart.

Mrs. Muriel Morrissey of Medford, sister of Miss Earhart, will be among the special guests at the ceremonies.

Miss Earhart's twin engine plane became lost and presumably crashed in the Pacific in July, 1937.

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NORTHEAST AIRLINES, INC.
LOGAN INTERNATIONAL AIRPORT
BOSTON 28, MASSACHUSETTS

JUL 29 1963

DIRECTOR OF PUBLIC RELATIONS
J. RICHARD HANNAN

July 26, 1963



Miss Jacqueline Cochran
Jacqueline Cochran, Inc.
630 Fifth Avenue
New York 20, N. Y.

Dear Miss Cochran:

I would like to take this opportunity to thank you again for being with us yesterday at the dedication ceremonies. A great many people have since told me how much they enjoyed your talk and I would like to join them in saying congratulations on a job well done!

As requested, we have enclosed a transcript copy of your remarks - taken from the tape-recording made during the ceremonies. I hope this will prove useful to you over the weekend.

Please let me know whenever I or the members of our staff can be of assistance to you in the future.

Sincerely,

Dick Hannan

JRH:jw

enclosure



Miss Kiernan's Introduction -

Our next guest is one who needs no introduction. She's a past President of the Ninety Nines, a member of the Board of Directors of Northeast Airlines, an author, a businesswoman, and America's most famous woman pilot. She's received the Harmon Trophy as the world's outstanding pilot each year since 1937. Her achievements in aviation are many and varied. She was the first woman to break the sound barrier solo as well as the first woman to fly twice the speed of sound, the only woman flying solo to win the Bendix Trophy race, organizer and director of the Woman's Air Force Service Pilots during World War II, President of the Federation Aeronautique Internationale, 1958 - 1960. Her aviation speed distance and altitude records have run into the hundreds and can almost serve as a chart of the progress of aviation during the period from the late 30's until now. Her first outstanding speed record was a little less than 300 miles an hour in 1937. In April, 1963, she set an international feminine speed record of 1,296 miles per hour in a Lockheed 104 Star Jetfighter. I would like to go down this long, long, long list of many achievements and awards but I know that you, as I am, are anxious to see and hear Miss Jacqueline Cochran.

Miss Jacqueline Cochran's Speech -

July

There was an American poet in 1926 that wrote a most prophetic poem in my opinion, particularly the last six lines. I am sure neither he nor the great person whom we are honoring here today or whose memory we are honoring recognized that aircraft would be flying without propellers. The last six lines of this poem read as follows:

For the rise of man is endless,
Every goal is only a tavern for his marching soul,
Only a camp for the night in man's eternal flight,
Yes, sometime he will pass the earthly bars, laugh,
And reach out his hands among the stars.

I am sure that Amelia did just that. Amelia Earhart is a bright-colored legend of heroism to most of Americans today, but to me she was a real flesh and blood person endowed with personal traits of the highest character. I flew with her on occasions, and I have spent more time with her during the few months preceeding her last flight, I think, than any other person. She spent weeks at our ranch in California, and we spent much time discussing her flight plans and many other subjects.



When her plane crashed on take-off in Honolulu, Vincent Benedicts, my husband, and I put up most of the money for the repairs. She carried on that last flight, a bright-colored kite, a knife, fish hooks and other survival equipment I had used in 1934 in the London to Australia air race. Hanging in my dressing room is a silk American flag signed by her which she had carried with her on a previous Trans-Oceanic flight, and I have many wonderful mementos that Amelia presented me with.

I was terribly fond of Amelia. As a person filled with integrity, charm, and modesty, she lead the way in her day and I was proud of her. Amelia was one of the organizers of the Womens Pilot Organization known as the Ninety Nines. She brought me into that organization as a member and I was honored later to serve as its President for two terms. It is most fitting that the Ninety Nines she helped found is playing such an important part today in the nationwide ceremonies in her memory. It is also most appropriate that Teddy Kenyon, one of Amelia's flying associates and one of America's great pilots, should come here today with remembrance stamps. Paul Collins and Gene Vidal, two of Amelia's co-founders of Northeast Airlines, are still on the Board. Because of all these things and more, I am honored to be selected to be here today to make this small address.

Women have played a role in aviation since the beginning, and they will have their role in the upcoming Space Age. Each generation will bring its own leaders. A few will last in history beyond their reactive years. Amelia Earhart will stand out among them.

Her death is a mystery to most people, colored with tales of capture and execution by the Japanese. To me, it is no mystery. When her East/West flight was interrupted by the accident in Honolulu and she decided to make the circuit from West to East, she chose the hard way. The little Island of Howland with insufficient facilities for guidance and bad weather flying was not too far from the Hawaiian Islands, but was at the end of a long flight from New Guinea. The fuel supply left little room for air and navigation and the weather turned murky, so I was informed. Fred Newman was a good navigator with much Pacific experience but on that day when no celestial bodies were visible for navigation, a signal that went silent on a faulty receiver meant the difference between life and death. Amelia Earhart, without fuel and with no land fall went down and sank beneath the waves, I believe. You can make sure she did so bravely.

Some weeks before she took off on her last flight, Amelia asked my husband and I what we thought of her plan. Our answer was that if she was making the dangerous flight to maintain her leading place in aviation, it was unnecessary because nothing, in our opinion, could rob her of that distinction. We had added that if she was making the flight just because she wanted to, no one could argue against that. I believe she wanted to and I think she made the flight for that reason, and she knew the risk.



I honor her today. It is the memory of a good friend and a great woman. Today's ceremonies and the dedication here at Northeast Airlines Amelia Earhart Jet Over Hall Center, which was unknown in her day, are proof that her spirit lives on and is with us today as it will be during tomorrows greater progress in the air. I think the eight Psalm ordained that men should fly. Here is a part of that Psalm.

When I think of the heavens which thou has ordained
and the moon and the stars, the work of our fingers,
What is man if thou art mindful of him and the son
of man that thou has visited him, for thou has
crowned him with honor and glory and has made him
a little lower than the angels. Thou has given him
dominion over all the works they beband and has put
all things beneath his feet. The birds of the air
and the beasts of the field, the fishes of the sea,
and all that moves therein, what is man if thou art
mindful of him.

I am sure that we will always be mindful of the memory of the great woman we are here to honor today, and I am so glad that our very competent and able President, Mr. James W. Austin, has dedicated this tremendous facility that has shown some of the work progress in aviation, to the great woman that we are honoring - Amelia Earhart.

NORTHEAST AIRLINES DEDICATION OF AMELIA
EARHART JET OVERHAUL CENTER - BOSTON -7/25/63

* * *


Amelia Earhart is a bright-colored legend of heroism to most of today's Americans.

But to me, she was a real flesh and blood person endowed with personal traits of the highest character.



I flew with her on occasions and I spent more time with her during the few months preceding her last flight than any other person. She spent weeks at our ranch in California and we spent much time discussing her flight plans and many other subjects. When her plane crashed on take off in Honolulu, Vincent Bendix, my husband and I put up most of the repair money. She carried on that last flight a bright colored kite, a knife, fish hooks and other survival equipment I had used in 1934 in the London-Australia air race. Hanging in my

dressing room is a silk American flag signed by her/which she had carried on a previous transoceanic flight.



I was terribly fond of Amelia, as a person filled with integrity, charm and modesty. She led the way in her day and I was proud of her.

Amelia was one of the organizers of the Women Pilots Organization known as the Ninety-Nines. She brought me into that organization as a member and I was honored later to serve as its President for two terms. It is most fitting that the Ninety-Nines she helped found is playing such a part in today's nationwide ceremonies. It is also most appropriate that Teddy Kenyon, one of Amelia's flying associates should come here today with the commemorative stamps.

Amelia was one of the organizers of Northeast Airlines some years ago. Eugene Vidal and


Paul Collins, two of Amelia's co-founders of the airline are still on the Board.

Because of all these things and more, I am honored to be selected to be here today to make this talk.

Women have played a role in aviation since the beginning and they will have their role in the upcoming space age. Each generation will bring its own leaders. A few will last in history beyond their active years. Amelia Earhart will stand out among them.

Her death is a mystery to most people, colored with tales of capture and execution by the Japanese. It is no mystery to me. When her east-west flight was interrupted by an accident in Honolulu and she decided to make the circuit from west to east, she chose the very hard way. The little island of Howland

with insufficient facilities for guidance in bad weather flying, was not too far from the Hawaiian Islands, but was at the end of a long flight from New Guinea. The fuel supply left little room for error in navigation and the weather turned murky. Fred Noonan was a good navigator with much Pacific experience ,but on that day when no celestial bodies were visible for navigation, a signal that went silent on a faulty receiver meant the difference between life and death. Amelia Earhart, out of fuel and with no land fall went down and sank beneath the waves. You can make sure she did so bravely.



Some weeks before the take off for her last flight, Amelia asked my husband and I what we thought of her plan. Our answer was that if she was making the dangerous flight to maintain

her leading place in aviation, it was unnecessary because nothing could rob her of that distinction. We added that if she was making the flight just because she wanted to, no one could argue against it. She went because she wanted to. She knew the risks.

I honor her memory. It is the memory of a good friend and a great woman.

Today's ceremonies and the dedication here at Northeast Airlines' Amelia Earhart Jet Overhaul Center, which was unknown in her day, are proof that her spirit lives on and is with us here today as it will be during tomorrow's greater progress.

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Speech for N.E. Airline Amelia Earhart Jet Overhaul Center

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Women Pilots organization
 the ~~Women Pilots Club~~ known as
 the Ninety Nines ~~Club~~. She brought me
 into that ^{organization} ~~club~~ as a member and
 I was honored later to serve as its
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 Kenyon one of America's flying associates
 should come here today with the
 Commemorative Stamps

Amelia Earhardt was one of the
 organizers of Northeast Airlines. ^{That was one of the} ~~fact~~ ^{facts}
 induced me to become a Director of

Northeast Airlines some years ago. ~~Some~~

~~Her Co-founders~~ Eugen Vidal and

Paul Collins two of America's Co-founders
 of the Airlines are still on the Board

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generation will bring its own
leaders, a few will last in
history beyond their active years
Amelia Earhart will stand out
among them

Her death is a mystery to most
people, colored with tales of capture &
execution by the Japanese. It is no
mystery to me. When her East West
flight was interrupted by accident in
Hawaii, and she decided to make the
circuit from West to East she chose
the very hard way. The little island
of Howland with insufficient facilities
for guidance in bad weather flying was
not too far from the Hawaiian Islands
but was at the end of a long
flight from ^{New Guinea} ~~New Zealand~~. The fuel
supply left little room for error in
navigation and the weather turned
murky. — Noonan was a good
navigator with much Pacific experience
but on ^{that} ~~those~~ days when no ^{celestial bodies} ~~stars~~
were visible for ~~celestial~~ ^{land} ~~navigation~~ navigation,
a signal that went silent on a
faulty receiver meant the difference
between life and death, Amelia

4

The Dwight D. Eisenhower Library

Erhart, out of fuel and with no
land fall went down and sank
beneath the waves. You can make
sure she did so bravely.

Some weeks before the take off
for her last flight Amelia asked
my husband and I what we thought
of her plan. Our answer was that
if she was making the ^{dangerous} flight to
maintain her leading place in
aviation it was ~~wise~~ unnecessary because
nothing could rob her of that
distinction. We added that if
she was making the flight ~~just~~
because she wanted to no one could
argue against it. She went because
she wanted to. She knew the risks.
~~And many of us~~

I honor her memory. It is
the memory of a good friend and
a great woman.

Today, ceremonies and the dedication
here at the Logan Airport of the Amelia
Erhart Center devoted to the jet airplane
that was unknown in her day is
proof that her spirit lives on
and is with us here today as it will
be during tomorrow's greater progress.

*Is this for Mr
Cochman?*



The Officers and Directors of Northeast Airlines

Request the Honor of Your Presence

At the Dedication of

NORTHEAST AIRLINES' AMELIA EARHART JET OVERHAUL CENTER

Thursday, July 25, 1963

4:00 O'clock in the Afternoon

Ceremonies Will be Held at

Northeast Airlines General Offices

Logan International Airport

Boston, Massachusetts

-***-

From: NORTHEAST AIRLINES, INC.
Logan International Airport, Boston 28
(Dick Hannan) LOgan 7-8300

FOR IMMEDIATE RELEASE



BOSTON, July 17--Amelia Earhart will be honored in special ceremonies at Boston's Logan International Airport next week. On Thursday, July 25 (at 4:00 PM) Northeast Airlines' "Amelia Earhart Jet Overhaul Center" will be dedicated to the famed aviatrix who was one of the founders of Northeast. At the same time, the first local deliveries of the new Amelia Earhart commemorative air mail stamp will be made by the Ninety-Nines - world-renowned organization of licensed women pilots.

First day covers of the new stamp will arrive at Logan after a special flight from Atchison, Kansas, piloted by Mrs. Teddy Kenyon - a former resident of the Boston area. Flying a light plane, Mrs. Kenyon will pull up at the Northeast Airlines' hangar following her cross-country trip from the Kansas town where Amelia was born. A charter member of the 99's, Mrs. Kenyon is one of seven women pilots who flew with Amelia and who will be delivering the special stamps to all parts of the U.S. after taking off from Kansas on Amelia's birthday. From Boston, members of the New England section of the 99's will then fly the covers to the capitals of the other five New England states.

On hand for the Boston ceremonies will be famed aviatrix, Jacqueline Cochran, who is past president of the 99's and a member of the Northeast Airlines Board of Directors, James W. Austin, president and chairman of the Board of Northeast, press, radio and T.V. representatives and a number of well-known aviation figures and local dignitaries including Amelia Earhart's sister, Mrs. Muriel Morrissey of Medford, Mass.

As keynote speaker, Miss Cochran will recall her close friendship with Amelia Earhart during the time when the late aviatrix pioneered Northeast Airlines' original routes throughout New England and founded the now-famous 99's. The dedication of the airline's jet overhaul center to Amelia will be one of the most significant events marking Northeast's 30th anniversary year in 1963. The facility itself is a multi-million dollar technical services complex where each of the aircraft in the line's 31-plane fleet undergoes regular maintenance and overhaul.

#

INTER-OFFICE COMMUNICATION

cc Harold + Jane

TO: Miss Cochran

DATE: 7-22-63

FROM: Miss Schroeder

SUBJECT: Northeast Airlines Meeting - Boston



You have confirmed reservations for Thursday, July 25, as follows: (you wanted to be there at 1:00 or 2:00 pm)

Lv LaGuardia 12:30 pm, N.E. #712 1:30 #114 (Leave every hour on half hour. 1:30 pm filled)
Ar Boston (Logan) 1:30 pm 2:30 p

Mr. J. Richard Hannan, Public Relations Director of Northeast, said he thought you ought to be there about 1:30 to be introduced to people and be briefed, etc.

He will either meet you himself or have someone meet this flight. He will also see to it that you are introduced and briefed when you arrive.

Re your speech, Mr. Austin, Pres., is taking care of recognition to various people and since they don't know whom is coming as yet (definitely), Mr. Hannan said it would not be necessary for you to do this. He will let you know if there is any change when you arrive and is sorry cannot give definite answer beforehand.

Northeast schedules from Boston to Washington as follows:

<u>Flight No.</u>	<u>Lv Boston (Logan)</u>	<u>Ar Washington, D. C. (National)</u>
NE # 633	11:15 am	1:19 pm
235	1:15 pm	3:11 pm
237	3:15 pm	5:11 pm
239	4:15 pm	6:11 pm
641	5:15 pm	7:19 pm
245	7:15 pm	9:11 pm
247	9:15 pm	11:11 pm

Note: (NE Reservations - tel: TN 7-1000)
NE tie line to Boston - tel: TN 7-2300

<u>Flight No.</u>	<u>Lv Boston</u>	<u>Ar New York</u>
725	4:30 pm	5:30 pm
	5:30	
	6:30	
	7:30 up to 9:30	

cc bio sent to Mr. Hannan

cancel hotel tp
OK Mr. Weinstein

Staller in Boston Thurs. nite p.m. if needed

Staller in Wash. alerted Thurs. or Fri. if needed. cancel

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725	4:30 pm	5:30 pm
	5:30	
	6:30	
	7:30 up to 9:30	

*Copy to be sent
Mr. Hannan 7/22*

R7

NORTHEAST AIRLINES, INC.

LOGAN INTERNATIONAL AIRPORT

BOSTON 28, MASSACHUSETTS

DIRECTOR OF PUBLIC RELATIONS
J. RICHARD HANNAN

July 16, 1963



Miss Jacqueline Cochran
The Cochran-Odlum Ranch
Indio, California

Dear Miss Cochran:

This is to confirm our telephone conversation and your acceptance of a speaking engagement on the occasion of the dedication of "Northeast Airlines' Amelia Earhart Jet Overhaul Center" at the company's general offices. The event has been planned to get under way at 4:00 P.M. on Thursday, July 25 and the members of the program committee now plan to assemble shortly after 3:00 P.M. on that date.

I can tell you that the response to the news of your coming to Boston as keynote speaker has met with great enthusiasm on the part of our employees as well as the members of the Ninety-Nines. All of us are looking forward to hearing of your early association with Amelia Earhart and your analysis of her role in the founding of Northeast Airlines as well as the early Ninety-Nines organization. We consider ourselves fortunate indeed to be able to call upon someone who can bring us such a unique first-hand insight into Miss Earhart's career.



In conclusion, I want to report to you that morale here at Northeast continues to run high in spite of our many highly-publicized problems. Of all these our financial situation continues to work the greatest hardship upon us on a day to day basis. In the present instance, for example, we would like very much to have been able to offer you some kind of honorarium or expense payment in view of all the time and effort you are about to spend on our behalf. Here again, our financial problems preclude this. In fact, I know that as a director of Northeast you will be happy to learn that this entire dedication is being carried on without a budget of any kind. Recognizing Northeast's current limitations, our employees, suppliers and friends are joining together to produce the dedication on a cost free basis.

Again, we thank you for your interest and consideration in working this speaking engagement into your busy schedule. All of us are looking forward to seeing you on the 25th of this month.

Sincerely,

A handwritten signature in cursive script that reads "Dick Hannan".

Dick Hannan

JRH:jw

P.S. We are leaving the length of your presentation entirely to your discretion, but would hope you will plan to speak for at least 20 minutes.

The New York Times ¹³

D. 681,612 S. 1,304,447

JUL 22 1963

By Keller

BOSTON JET CENTER WILL BE DEDICATED

Special to The New York Times

BOSTON, July 20—Northeast Airlines will dedicate the Amelia Earhart Jet Overhaul Center to the memory of the pioneer flier Thursday at Logan International Airport here. Miss Earhart was a founder of the airline.

The airline also announced that deliveries of the new Amelia Earhart commemorative airmail stamps would be made by the Ninety-Nines—an organization of licensed women pilots.

The stamps will be flown here by Mrs. Teddy Kenyon from Atchison, Kan., where Miss Earhart was born.

Another woman flier, Miss Jacqueline Cochran, will participate in the ceremonies. The jets center is a multimillion dollar complex where the line's 31-plane fleet undergoes maintenance and overhaul.

Boston Traveler

D. 164,299 SAT. 109,643

JUL 1 8 1963

By Keller

Jet Center To Be Dedicated

Amelia Earhart Will Be Honored At Airport

Amelia Earhart will be honored a week from Thursday at Boston Airport when Northeast Airlines dedicates a jet overhaul center in her memory.

At 4 p.m. ceremonies, the famed aviatrix who was one of the founders of Northeast will also be honored by arrival of the first local deliveries of the new Amelia Earhart commemorative air mail stamps.

The stamps will be flown in from Atchinson, Kansas, by Mrs. Teddy Kenyon, a member of the Ninety-Nines, an organization of licensed women pilots. She is formerly of the Boston area.

Miss Earhart was a native of Atchinson, and was a flying companion of Mrs. Kenyon.



AMELIA EARHART

Covers of the special stamp will then be flown to other New England capitals from Boston by others members of the 99's.

Keynote speaker at the cere-

monies will be famed aviatrix Jacqueline Cochran, past president of the 99's and a former close friend of Miss Earhart.

Mrs. Muriel Morrissey of Medford, sister of Miss Earhart, will be among the special guests at the ceremonies.

Miss Earhart's twin engine plane became lost and presumably crashed in the Pacific in July, 1937.

JUL 26 1963

By Keller



COMMEMORATIVE PLAQUE of Amelia Earhart, co-founder of Northeast Airlines lost in flight over the Pacific, is presented to Pres. James W. Austin of the air carrier by aviatrix Jacqueline Cochran (center). At left

is Mrs. Muriel Morrissey of Medford, Miss Earhart's sister. Looking on is Teddy Kenyon, who flew first-day covers from Atchison, Kan., birthplace of Miss Earhart.

Northeast Jet Center Honors Amelia Earhart

By ARTHUR A. RILEY
Aviation Editor

Famed aviatrix Jacqueline Cochran Thursday unfolded the mystery of the myriad of stories that have surrounded the disappearance of Medford's Amelia Earhart, lost on a flight over the Pacific in July, 1937, on an attempted world flight.

Miss Cochran was the speaker at the dedication of the multi-million dollar jet overhaul facility to the memory of Amelia Earhart—one of Northeast Airlines' founders.

The event at Logan Airport also commemorated the line's 30th anniversary and likewise marked the first local deliveries of the new Amelia Earhart stamp by the Ninety Nines, a veteran organization of licensed women pilots.

Said Miss Cochran: "Her death (Amelia Earhart), is a mystery to most people, colored with the tales of capture and execution by the Japanese. It is no mystery to me. When her east-west flight was interrupted by an accident in Honolulu and she decided to make the circuit from west to east—she chose the hard way.

"The little island of Howland," she explained, "with insufficient facilities for guidance in bad weather flying, was not too far from the Hawaiian Islands, but at the end of a long flight from New Guinea. The fuel supply left little room for error in navigation and the weather turned murky.

"Fred Noonan (he accompanied Miss Earhart), was a good pilot with much Pacific experience," she emphasized, "but on that day when no celestial bodies were visible for navigation, a signal that went silent on a faulty receiver meant the difference between life and death. Amelia Earhart, out of fuel, and with no landfall, went down and sank beneath the waves. You can make sure that she did so bravely."

She then presented a commemorative plaque to James W. Austin, Northeast president and board chairman. It will be placed in the entrance area of the carrier's general offices. On the platform was Mrs. Muriel Morrissey of Medford, Amelia Earhart's sister.

Chairman of the ceremony event was Barbara Kiernan of Andover, president of the New England chapter of the Ninety Nines.

Also attending was Paul F. Collins of Winchester, former president and board member of the airline. He was a co-founder of Northeast with Amelia Earhart and Eugene Vidal, now an Avon, Ct., manufacturer. Collins, Vidal and Miss Cochran are members of the board's directorate.

THE BOSTON HERALD
D. 178,553 S.283,819

JUL 28 1963 *Boyle*

NEA Pays Honor to Late Aviatrix Amelia Earhart

Amelia Earhart was honored in special ceremonies at Boston last week.

On Thursday, at 4:00 PM, Northeast Airlines' "Amelia Earhart Jet Overhaul Center" was dedicated to the aviatrix who was one of the founders of Northeast.

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Flying a light plane, Mrs. Kenyon pulled up at the Northeast Airlines' hangar following her cross-country trip from the Kansas town where Amelia was born.

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Northeast, press, radio and T.V. representatives and a number of well-known aviation figures and local dignitaries including Amelia Earhart's sister, Mrs. Muriel Morrissey of Medford.

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The facility itself is a multi-million dollar technical services complex where each of the aircraft in the line's 31-plane fleet undergoes regular maintenance and overhaul.

MEDFORD, MASS.
MERCURY
D. 7,611

JUL 29 1963

Byfield



DEDICATION CEREMONIES naming Northeast Airlines' multi-million dollar jet overhaul center at Logan International Airport after Amelia Earhart Thursday were a climax of various honors paid the aviation pioneer this week in honor of the commemorative stamp issued in her honor. Shown left to right at the Logan ceremonies are Mrs. Murial Morrissey, Medford, Miss Earhart's sister; famed aviatrix Jaqueline Cochran; Mrs. Teddy Kenyon who flew the stamps on the last half of their flight from Kansas; and James W. Austin, president and chairman of the board of Northeast.

(Tom Hiltz Photo)

Favors Communion

M. COLLINS
Reporter

At a conference there are members who cannot take part in the service, they should be encouraged to sponsor their own service and all members of other churches should be encouraged to be present.

Theologians came to agreement Thursday on one subject which has bothered many Christians—is the World Council of Churches a church?

They said, "The council is not the church; it is not seeking to be a church or the church. Although it has a Trinitarian basis of membership it does not assume any ecclesiastical authority, nor does it have sacraments nor an ordained ministry. The council offers itself as a servant of the churches and the church."

Other theologians recommended that cooperation of Roman Catholic scholars should be sought in a special study. Two sectional study groups will make reports today.

One group has been headed by Boston University's Rev. Dr. Walter G. Muelder and has evoked much interest because they are approaching their subject from the local church level.

The death toll from accidents in the United States is higher in the Summer than in any other season, insurance company statistics reveal.



COMMEMORATIVE PLAQUE of Amelia Earhart, co-founder of Northeast Airlines lost in flight over the Pacific, is presented to Pres. James W. Austin of the air carrier by aviatrix Jacqueline Cochran (center). At left

is Mrs. Muriel Morrissey of Medford, Miss Earhart's sister. Looking on is Teddy Kenyon, who flew first-day covers from Atchison, Kan., birthplace of Miss Earhart.

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Widow of Man Seeking Policy Paid \$10,000

HARTFORD, Ct. (AP)—The Aetna Life Insurance Co. announced Thursday it has paid \$10,000 to the widow of a Miami, Fla., man who was killed by a gunman while applying for a policy.

The victim, Medicus L. Robertson, 32, had decided to purchase the insurance policy only moments before he was shot to death in the television store where he worked.

The accused gunman, a customer who was told he couldn't reclaim his TV set until he paid repair charges, is alleged to have shot Robertson on July 1.

Double indemnity applied in this particular case, and has been paid to Mrs. Peggy Joyce Robertson at her Twin City, Ga., home, Aetna said.

Sale

Have
You
SEEN
This?

Lou Marks

Essex

NEW! "JET ACQUAINTED" PARTY FLIGHTS TO MIAMI!



Free soft drinks and
other refreshments.



Play games, win prizes — and never
lose a dime.

...exclusive on Eastern... as low as \$57.50!

Bon Voyage Party starts 9:00 PM at Logan Airport. "Jet Acquainted" flights depart 10:00 PM daily. Social Director on board. Games and prizes in flight. For details, call your Travel Agent or Eastern.

Fare plus tax, each way, Jet Nightcoach Excursion, Sun. — Thurs. nights going, Mon. — Thurs. nights return, on round-trips completed within 7-23 days.



EASTERN AIR LINES
You'll discover lots that's new when you fly the nation's most progressive airline

Council Intercon

By **GEORGE**
Globe E

MONTREAL — Delegates to the Fourth World Faith and Order Conference of the World Council of Churches voted overwhelmingly here Thursday in support of a recommended method of holding Communion services at ecumenical gatherings.

The conference closes today.

This recommendation suggested methods by which inter-denominational groups might partake in a meeting which would include Communion.

The recommendations will be forwarded to the Central Committee of the World Council of Churches for their consideration during meetings at Rochester, N.Y., Aug. 26 to Sept. 2.

Basic recommendations include: (1) After making clear that all members in the group may not belong to denominations which resolved differences of Eucharistic theology and practice, a service will be planned with a local church acting as host. (2) Churches should encourage all members to attend the service and, where their individual conscience and church discipline will allow, to partake of the elements. (3) In the event at

GENERAL GLOVER HOUSE

Open Charcoal Hearth
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RTE. 1A, MARBLEHEAD-SALEM LINE

Special Clearance

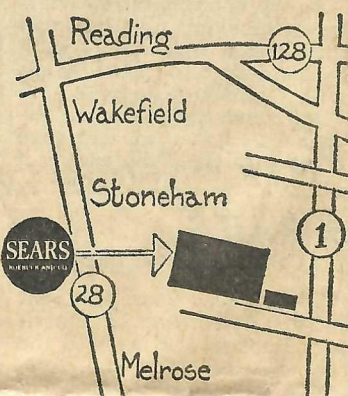
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THIS WEEK ONLY...



AMELIA EARHART STAMP: SALE TODAY

By Ernest A. Kehr

Not even in its heyday as a cattle town and railroad center did Atchison, Kansas, attract as much attention as it will enjoy today when an 8-cent stamp is issued to honor the late Amelia Earhart. The brown and red airmail commemorative is being introduced on the 65th anniversary of the day the famous aviatrix was born.

The stamp was authorized only after petitions for a tribute to Miss Earhart had been repeatedly rejected since 1937, when she and her navigator, Fred Noonan, were mysteriously lost on a trans-Pacific flight.

The Ninety-Nines, Inc., a group of more than 1,700 licensed woman pilots, elated at their victory, determined to make the first-day ceremonies the most spectacular in stamp history. Focal point of a day-long program in Atchison will be a "fly-away."

Seven private planes will be loaded with covers bearing the new stamp, postmarked, "First Day of Issue" and will be flown by as many charter members to scattered cities most closely associated with Miss Earhart's early aviation



The Amelia Earhart 8-cent airmail.

triumph is. At destinations, other programs and celebrations have been arranged to give the day fullest national Amelia Earhart coverage.

In New York, a ceremony will be held at City Hall at which Mayor Robert F. Wagner and many civic and aviation notables will participate in recalling Miss Earhart's pioneering accomplishments. It will continue tomorrow, when Nancy Hopkins Tier will end one of the seven fly-away hops at Teterboro Airport, N. J., where Miss Earhart took off on her solo flight across the Atlantic, in 1932. Covers Miss Tier will bring from Atchison will be shuttled to Idlewild, placed aboard Sabena's Amelia Earhart Friendship Flight, and delivered to Brussels, where another celebration will be staged.

The stamp's design, by Robert J. Jones, shows the aviatrix in flying togs, standing in front of her Lockheed Electra Flying Laboratory. While supplies will be sold only in Atchison today, stocks will be released in all United States postoffices from Puerto Rico to Guam tomorrow, and kept available until they are exhausted.



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