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Vol 1 #2

# "99" Winner

An Official Publication of the Southwestern Section of the Ninety-Nines

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## PLANS FOR NEXT AIR DERBY

### Aviation Bulletin

By "PANCHO" BARNES

#### THE WEAKEST PART

There is no doubt that the weakest part of an airplane is the nut behind the stick. Statistics of the Department of Commerce back this up with the statement in their bulletin that 65 per cent of all fatalities are directly traceable to pilot error.

#### WHAT'S WRONG WITH AVIATION

That's easy—65 per cent, anyway, according to statistics. If John Doe or Mary Smith, pushing a private plane, bust themselves and their planes the consequence is of little importance, but when a football coach in a transport plane is the star headline, well, that's different, and gets more newspaper space than a Lusitania sinking.

#### MASTER PILOTS

How about a higher license for air line pilots and instructors—minimum of 1,000 hours and a stiff examination? At present a pilot holding a private license may instruct a student. Even a transport pilot with 200 hours hardly seems to me one to be considered a "pro-

### MAKE DERBY SNAPPY

"Apply Handicaps at Start of Laps," Say Women Pilots

It is pretty definitely settled that we will have another handicap derby in 1932, according to latest advices from the East. The women flyers are in favor of this, provided the handicapping is handled more efficiently than it was last year. And it will be, because most of the bugs were worked out in 1931. The Race Committee knows what not to do next time, and while the last derby was a tremendous disappointment to many of the contestants, they realized that the officials were just as upset as they were. And besides that, the consolation prizes were a big help, and were greatly appreciated by the pilots. Amelia Earhart, as a member of the Contest Committee, is working to bring about the best possible conditions for eastern and western girls alike.

Following are several rules and conditions which the women flyers would like to see incorporated in the next derby:

First—That each ship be flown over a measured course by THREE different test pilots, and the handicap placed on the average speed attained by all three tests.

Second—That each ship be completely empty on the test, except for a certain specified amount of gas and oil, the same for each ship.

Third—That a West-to-East derby is preferable, because of the transcontinental angle, so long as the National Air Races are held in the East. Later, if a western city should have the races the derby should start from an eastern city, of course.

Fourth—That the men and women do not attempt to fly the same course again, because combining the races makes the derby too big and unwieldy for the

### AMELIA WRITES BOOK

Amelia Earhart is in the throes of finishing a book on girl flyers. It is about to go to press and will soon be on the bookstands.

In this book Amelia gives short resumes of the careers of the best known among women flyers, along with little sketches of the activities of some of the less prominent among the sisterhood. It promises to be a very interesting collection and should be on the bookshelf of every girl pilot in the country, as well as that of everyone interested in flying.

### "Herb" Shearer

Every girl pilot in the country has a warm spot in her heart for the Kendall Oil people, especially "Herb" Shearer and "Doc" Kincaid.

In 1930 Herb flew through with the girls from the Coast and saw to it that they had plenty of oil and extra service of all kinds.

John Doe Kincaid acted as judge and official timekeeper. The enormity of this task finally

### DERBYITE FLIES TO BUENOS AIRES

Ruth Stewart of St. Louis will take off next week in an attempt to break the record for long distance flights by women. She will fly from New York to Buenos Aires, making about five stops in all for fuel. The first stop will be made at Miami. From there she will cross the Caribbean Sea and the Andes. She is using a J-2 Lockheed for the trip, and will be accompanied by Debby Stanford of Toronto.

Mr. Will Warner, Ruth's father, is financing the trip.

If Ruth successfully completes this flight and Bobbie Trout makes the transpacific hop she is winning, the other girls will have little left to shoot for, except, of course, the old Atlantic, which is still open.

By the way, Ruth is an almost perfect "Nikki," if you know your John Doe Saunders as you should.

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examination. At present a pilot holding a private license may instruct a student. Even a transport pilot with 200 hours hardly seems to me one to be considered a "professor."

### TO HECK WITH STATISTICS

What this game needs is more co-operation and less selfishness. Let's pull together, because aviation is bound to be the greatest factor in this modern world.

### BIG DRINK

"The hand that rocked the cradle used to rule the world"—but now has given up world-ruling and contents itself by rocking airplanes, hither, thither and yon, across continents, and is now even contemplating oceans. Why this big yen to fly oceans?

### YOU GOT ME!

Of two things only are we SURE—death and taxation. But I wouldn't flip a quarter with the tax collector to see if I'd pay the tax bill in advance. And after all, what price glory?

### I LOVE TO SEE MY PICTURE IN THE PAPER

But I don't want it there unless it really is accompanied by news. If one has accomplished something that's marvelous, and if she hasn't it's a farce. Girls, girls, don't use the press to help promote your flights—it hurts all of us when they fail to materialize.

### ROTTEN SPORTSWOMEN

Since little sister first tagged around after big brother when he wanted to play baseball, chuck green apples or go swimming in the "old hole," she has been labeled a no-good sport, and rightly so. She cried on the least provocation and insisted that daddy and mamma said she was a little lady and should be taken care of. Big brother retorted that she better stay home and play dolls if she couldn't be a "sport." Now that she has grown up and is out

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western city should have the races the derby should start from an eastern city, of course.

Fourth—That the men and women do not attempt to fly the same course again, because combining the races makes the derby too big and unwieldy for the officials to handle efficiently; because it places too great a burden upon the lap towns, who often are not equipped to handle so many ships at one time, and because the cost of entertaining, feeding and fueling pilots and planes eliminates the possibility of lap money.

Besides, it is not fair to the men. If there is any personal publicity on the derby the women get it, while if the men flew a separate course they would receive their proportion share.

As for the handicap, a system is hereby suggested which could eliminate the factor which detracted most from the news value of the last derby. Last year no one knew who had won any lap until hours after it was flown and the time had been laboriously calculated. Next time, after the handicaps have been set and before the start of the race, each ship could have its requisite time computed for each lap. The distance of each lap divided by the speed of the plane should determine the order of departure of each ship, which would automatically apply the handicap to the start of each lap, instead of to the finish. The percentages for total scores could then be worked out with much less confusion, and in much less time.

With this system it would be easy to tell which pilot had won each lap, because the first one in would be the winner, the next arrival would be second and so on. The newspapers would be satisfied, as would the gallery and the pilots.

For instance, a Gee Bee handicapped at 200 M. P. H., flying over a 200-mile course, should arrive at the destination in one hour. A Great Lakes, handicapped at 100 M. P. H., should arrive in two hours. Therefore, the Great Lakes should start one hour ahead of the Gee Bee, and they should both arrive at the same time, provided they both made a 100 per cent score.

We realize that the officials of the Races do not consider that the derby adds to the gate appreciably, but that they nevertheless continue to hold it year after year for the benefit of the pilots and the general public throughout the United States, and these suggestions are presented in the spirit of helpfulness and in the hope that the Race Commission will realize that the women pilots are anxious to assist and co-operate in every way possible to make the Races successful and profitable.

### 99 Guests of P. P. A.

On Tuesday, December 1, the Professional Pilots' Association were hosts at a turkey dinner in honor of the Ninety-Nines, the Women's Air Reserve and all other licensed women pilots. After the dinner several interesting short talks were given by the presiding chairman of each organization, and this was followed by an entertainment. The P. P. A. had imported the entire cast of a musical show for the enjoyment of their guests.

to it that they had plenty of oil for an extra service of all kinds.

At Cleveland Herb Shearer gave two lovely parties for all the racing pilots and presented them each with a beautiful helmet. On Christmas each contestant received a gift from the Kendall Oil Company, both last year and this.

The warm, personal friendliness which all these kindnesses have created should result in plenty of business for Kendall.

### BOBBIE PLANS HONOLULU TRIP

Plans are being brought to completion for a flight to be made by Bobbie Trout some time in February from Honolulu to the Coast in a Lockheed Altair. Gordon Davidson, manufacturer of "Fluffy Coat" soap for animals, is financing the trip, and Bobbie is helping by carrying cacti, which will be sold all over the world. These cacti will be very valuable if the flight is a success.

Everything points to success in this undertaking, as the United States Weather Bureau is assisting, and every known instrument for navigation over water is being installed. Among the dials that Bobbie will have to watch are: a radio beacon, which will operate from both terminals of the flight, a Sperry artificial horizon, a directional gyro compass, a Ritchie aperiodic compass and a drift indicator. This last named instrument is the same one used by Post and Gatty in their memorable flight around the world. Bobbie Trout now holds the world's endurance record for women.

By the way, Ruth is an almost perfect "Nikki" if you know your John Saunders or you should.

### First Formal Function

The largest social gathering of licensed girl flyers in the history of the world was held at Mildred Morgan's home in Beverly Hills on Wednesday, December 9, when 43 Ninety-Niners held their first formal supper dance. One hundred people were present, including the club members and their guests. Some of the finest moving pictures ever taken of aviation events were shown.

Photographers from the United Press Syndicate, Associated Press, World-Wide, Daily News and Times roto-gravure were present, as was also a Syndicate Feature writer. The newspapers seemed to think that such a large gathering of licensed women pilots was worth a story. Possibly no other single group of women have received the attention, consideration and generosity of the press that the women flyers have from time to time.

### Election of Officers

The Ninety-Nines held their last meeting of the old fiscal year at the Hotel Teris on November 18, 1931. Margaret Cooper was elected Governor for the coming year. Mildred Morgan was appointed Secretary, and Clema Granger retained the position of Treasurer.

Since the advent of the new Governor the membership has jumped from 17 to 33, paid up, and 44 in all, including new members who have not as yet sent in their dues.

Gladys O'Donnell, the retiring Governor, was presented with a hand-tooled leather autograph album.

Jan 1932

# NINETY-NINER

PUBLISHED EVERY NOW AND THEN

712 Whittier Drive, Beverly Hills, Calif.

MILDRED MORGAN, Editor and Manager  
 PANCHO BARNES, Assistant Editor

PUBLISHED WITH APOLOGIES TO EVERYBODY

## FINANCIAL SPONSORS

Mildred Morgan Pancho Barnes  
 Margaret Cooper Adeline Anderson  
 Clema Granger Marie Bowman  
 Gladys O'Donnell Patty Willis  
 And the Remnants of the Treasury

## Spirit of "99"

The statement has often been made, not only by men, but by women themselves, that no organization whose personnel is exclusively feminine could be a success. The internal dissension and petty jealousies would be too great for the survival of the organization, so 'tis said.

The writer does not agree with this view. However, there are bound to be disturbing elements in any group where people from different parts of the country, with their resultant differences of viewpoint, try to get together. There are always people who are willing to work, and work hard, for the common good of all. Then again there are others who, ambitious solely for themselves, make themselves and the group they represent ridiculous.

The women who fly have formed the 99 Club, and after two years of concentrated effort toward sponsoring the spirit of good-will and friendliness, stand today a dignified and harmonious organization. The club has not come to this happy condition without tribulations, nor without having passed through a trying period. But, with the present membership and with the officers who have been wisely chosen, it finds itself today a pretty well-knit group, with common aspirations and common objectives. Every girl in the organization is an individualist, else she would not be a flyer. In the 99 Club individualism should be fostered and encouraged. It is needed now, especially at the beginning of the third year of its existence. Initiative is needed in the organization so that it may become a growing and progressive force in the aviation world.

Therefore it behooves every mother's daughter to pull with and for her club, to prove to the world that there is one organization composed of women who can work together harmoniously for the best good of the whole, in real fellowship.

The Ninety-Niners are all outstanding young women, with high ideals, exceptional intellect and the friendliness coincident with good breeding.

Let us make the number 99 stand for a woman's club

## Treasury Troubles

The local dues for the fiscal year have been suspended by the Southwestern Ninety-Niners. This was done in order to facilitate the membership drive, which we are starting at this time. However, the local treasury must be fed from time to time, by hook or crook. So several schemes have been planned, whereby these local funds could be built up without putting any strain on the members.

The first and best plan so far has been worked out with "The Pilot," well-known aviation magazine. Their circulation department has consented to let us sell subscriptions for \$1 a year, which is the regular price to everyone. However, out of each dollar collected we will be allowed to keep 50 cents for our local treasury. Each month in the magazine an entire page will be devoted to Ninety-Nine news from all parts of the country.

We feel very fortunate in having been able to make this arrangement, and we are very grateful to The Pilot for co-operating with our organization to this extent. We hope that every Ninety-Niner will respond with a subscription to the magazine, as it has a national circulation. Send your dollar to Clema Granger, Clover Field, Santa Monica, Calif. If you are already getting the magazine please make your

renewal through us, as every little bit helps. Our section will be glad, of course, to reciprocate in any way that any other section may suggest.

## Roman Holiday

At Cleveland, in September, it was hard to tell whether one was in Ohio or California. It was more like "old home week" than anything else. Everyone that one sees around United, Mines or Grand Central was there, and no one had a chance to get the least bit homesick. The races are coming to be more and more of an event, to which we all look forward eleven months out of the year. The same gang rounds up, and many of the old planes put in their appearances.

But each year there are some faces missing, and next year Freddie Lund will not be there. A veteran of the races—quiet, good-natured Freddie. And Lowell Bayles, winner of the Thompson Trophy race, with his "The Gee Bee." He's gone, too, as is Speed Holman, Thompson Trophy winner of 1930.

I wonder if it is sacrilegious to think of them as sitting around an ethereal hangar talking in the same old way—wise-cracking—maybe figuring how they could have pulled that last one a little different? I wonder...

Anyway, they have gone, and

with the best that they left behind them the rest of us will owe at least a moment of reverent reflection—yes, and love, for they are our brothers, and there is a goodly crowd of them "over there." Wouldn't it be a good idea to have a moment set aside each year at the races to pause and think of the ones who have gone on—those who have winged their way into a war sky where we cannot follow them with our straining eyes—those who have given their lives to make for others a Roman holiday?

## Rumor Department

Yolanda Spirito, Pasadena aviatrix, with the big, dusky eyes, is liable to ankle up the aisle very shortly with a prominent young flyer who is decidedly "that way" about Yolanda.

It is rumored that Edith Bond of Santa Paula will be united in marriage to a Mysterious Stranger (he won't tell his name) in the near future. Edith is a stunt flyer of note in these parts, being the feature attraction on most of our local programs. Let us hope that marriage will not cramp her style.

With Wall Street what it is today, it looks as if there were two boys who had not been warned against "taking a flyer."

# Don't Be a Wallflower!

LEARN TO FLY!

SHORT HOURS—BIG PAY!

BECOME AN AVIATRIX!

Jan 1938

with high ideals, exceptional intellect and the friendliness coincident with good breeding.

Let us make the number 99 stand for a woman's club composed entirely of friends. M. M.

## Thoughts for the New Year

Prosperity is just around the corner (which corner?).

Aviation is no longer in its infancy. It is at the awkward stage. It doesn't know what to do with its hands and feet (pilots and over-production), but it will soon grown into them and then see what a beautiful young suitor it will be. Just wait till 1932 gets going! (Oh, yeah?)

Well, anyway, you haven't seen any pilots in the breadline. (They haven't the carfare to get there.)

Grousing doesn't help matters any. Go around with a bright smile and see how much better you feel. Anyone who cannot bring forth a B. S. can easily manufacture one with a little ingenuity, and some strips of adhesive tape from the corners of the mouth to the ears.

When you find your ship grounded for hangar rent don't kick and scream—smile!

When you wash out your brand new ship—smile. Wringing of the hands won't rebuild it.

When you lose your motor in the air—smile! It won't do a bit of good to frown all the way down.

Whatever happens, just smile. Everybody knows you are a sap anyway, else you wouldn't be a flyer.

### FLIES EAST

Katherine Burnham, the Pasadena girl who has a nice big Travel Air cabin job to flit about in, returned from a summer at La Jolla just long enough to prepare for a trip to Chicago and points East.

## EXTRA!

### WORLD FLIGHT PLANNED

Pancho Barnes is grooming her Mystery Ship for something or other. All the gadgets are off and lying around the hangar port and there, and a great air of mystery pervades the atmosphere. The official sleuths of this publication have tried every method known to clean journalism of getting a line on what is about to take place. They have tried scaling the hangar walls to peer in skylights; they have bored up through the floors and set dicaphones in the tool boxes, but so far they have always returned exhausted, baffled and foiled.

Mystery is right!

N. B.: At the last minute before going to press our star reporter burst in the door with glad tidings. She was in such a lather that she dropped on the editorial floor in a swoon. As soon as she was revived she gasped out the story of the solution.

(Always first with the latest, that's us!)

By special permission of Opal Kunz the Navy is going to send the Akron to Glendale, where it will pick up the Mystery Ship and its pilot and transport them to a point somewhat north of latitude 90 degrees. This base has been camouflaged so carefully to hide it from spies that it would be useless to send any of our reporters there, we learned.

At this point Pancho and the Mystery Ship will disembark, make a vertical bank around the North Pole, and thereby grab off the record for the first nonstop flight around the world by a woman!

### SHORT HOURS—BIG PAY!

"My friends all laughed when I said I could fly! But their faces fell when my plane didn't, and they clustered about me as I came in to land.

"Look out, Alphonse!" I shouted merrily, as he rushed toward me through the prop.

"Careful, Clarence," I chided gently, as his spiked golf shoes perforated my right wing. Clarence is the handsomest chap in our crowd, and I had long been beneath his notice.

"Oh, Minnie," he glowed, "will you take me up with you?" "I knew then that my dream had come true, and that Clarence was practically made!"

This voluntary testimonial came to us from Minnie Horsefeathers, one of the many satisfied survivors of our System.

You, too, can become rich and famous, and win the man you love! No longer need halitosis nor B. O. detract from your social success. Just send for the free booklet. Aviation taught in 10 easy lessons. Sit before the fire on long winter nights and learn how to fly!

Our System surpasses them all. It is ridiculously simple. (Or vice versa.)

Our field is on the side of a hill, so steep that one can take off with practically no R. P. M.s at all. This eliminates the long delay necessary on the ordinary flat field.

We do not clutter up your mind with silly talk about up-wind, down-wind, or cross-wind. We simply ignore the wind. According to our System the student's mind should be left free of all scholastic and technical theories of flight while she is in command of the plane. The less she has to think about the better she will be able to do the job at hand.

In fact, this is only one of the features of our new method with which we explode all the hide-bound, antiquated customs of older instructors who have become set in their ways.

We send you up alone on your first lesson!

Think of that! (But don't think about it too hard.)

Compare it with the long, slow, tedious process employed by other schools.

All you have to do is come out to our airport some morning with your airplane, any make, and we will tell you how to fly it. The take-off is all there is to it, really. Anyone can come down.

Our prices are a bit high, but after the first lesson you won't care.

CLIP THE COUPON!

DO IT NOW!

MAIL A CHECK!

# PHOOEY PHLYING SCHOOL

"IN THE HEART OF THE ROCKY MOUNTAINS"

tacles and Amendments, which were too numerous and complicated to be readily understandable or workable, be abandoned and a simple set of some 10 rules and regulations be adopted instead.

4. That the Corps should not go in for showy and expensive uniforms, printed matter, or formal functions until it could soundly afford same.

5. That no favors should be asked of the Army or Navy, the organization to stand on its own feet.

6. That they did not wish to have a mixture of Army and Navy titles as the proceeding seemed slightly unwieldy.

The western delegates attended the Cleveland meeting with the requests of the western group. Before these could be presented officially a crisis arose which was considered serious by the western group.

It was learned that the commander of the Betsy Ross Corps, Opal Kunz, had formed the organization into a corporation, with herself as president of the same. This was done without the knowledge of the Corps members and left the serious question of stockholders' liability open to each and every member of the Corps.

When the time came to present the suggestions from the western group, they were turned down completely, with no attempt to consider the applicability of the matters suggested, whereupon the girls of the Ninth Corps Area in attendance at Cleveland resigned from the Corps, in accordance with their plans at the previous western meeting. After hearing the report of the delegates, upon their return, the western group resigned likewise.

There was no personal feeling involved, but realizing that they could not function properly under the Betsy Ross Corps rules the Ninth Area felt that the Corps might be better without them. However, having a splendid local organization in going form, they wished not

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clery!

First of all we must enlist the aid of the Department of Commerce at Washington. We will so arrange with them that any tell-tale will sticking to the instrument board will result in immediate cancellation of the pilot's license.

The major air lines will co-operate with us to the extent that placards will be placed in all ships requesting passengers to report to the management the name and number of any pilot whose jaws seem to be moving rhythmically. This will result in immediate dismissal.

All Ninety-Niners will wear large letters on their keel surfaces at air races and in derbies saying: "Down With Gum! Preserve Posterity's Pulchritude! Check Chewing!"

Of course, if a girl should obtain an advertising contract with any firm such as Fearmint, Peachnut or Jucatan, her membership would be allowed to lapse for the duration of her contract, at the expiration of which time she would be reinstated to full membership again. This is only reasonable, for it could hardly be expected of a girl to write "Have you a little Chiclet in your home?" on one side of her fuselage and "Stop Salacious Salivation" on the other.

For no matter how broadminded an advertiser might be he probably would object.

We will organize ourselves into a force so strong, so overwhelming, that practically nothing of which we disapprove can withstand annihilation!

Woman has ceased to accept the valuation man has placed upon her. She is an individual! She is proving this every day. Witness the unique way that most women fly. No man is going to tell her how to do it. It is an uphill struggle, but she will prove it if she has to fly upside down to do it.

No longer is Woman merely the child-bearer of the race. From now on Man must do his share!

It is time that a new crusade was launched—the world is ready for it—and this, fellow Ninety-Niners, is our chance!

No longer will man be allowed to leer significantly and slip a chicle into his mouth, thereby distorting his facial muscles and making speech impossible, while some woman is talking earnestly and ex-

just think how this evil has penetrated our ranks and made aviation what it is today! The infant industry of the country that started out with such brilliant prospects a couple of years ago finds itself in a SLUMPI! Why? Because instead of looking for jobs pilots stand around the hangars and CHEW GUM, that's why. With their vitality sapped, what energy have they left to get out and battle the world? None. Any chief pilot can say "Scram" to them and they scam.

Why, even at the National Air Races the influence of this deadly drug was apparent on all sides. In not any race on the program, regardless of the number of entries, and in some there were almost a dozen, did more than three pilots win any money. Look it up in the N. A. A. records, and if you can't believe statistics what can you believe? Even Cliff Henderson himself was observed standing right in front of the announcer's stand (a little to one side, however, because he has an innate sense of delicacy) chewing a P. K.

"Pop" Cleveland alone stood out in the crowd, an embodiment of manly virtue. Nobody saw HIM chewing. His big cigar may have prevented it, but the real reason was his rugged resistance to vice and sin. Eddie Rickenbacker, referee and court of last appeal for dissatisfied contestants—sterling character though he is—was the wretched victim of this soul-destroying habit. It is alleged that while he sat on his lofty bench dispensing justice right and left, north and south, up and down, and all trembled before him, he continually MUNCHEd!

Ninety-Niners, is this going to be allowed to go on?

A thousand times no!

We will organize ground crews who will co-operate with those of us in the air. The personnel of this group will be drawn from the ranks of student pilots, hangar stenographers and air line pilots, jilted sweethearts. They will smear red paint on the roofs of all buildings suspected of harboring gum stores. We will affiliate ourselves with the Betsy Ross Corps and BOMB these houses!

With airplanes the earth is ours. We will wipe out all evil and make the world as white as snow.

For, "I believe," said that great poet and philosopher, Homer Zlich, "that Womanhood has come to stay!"

MF MF

men may be caught in the act of embarking in, or disembarking from, an airplane. Then is when their extreme good taste and sense of chic assert themselves more than at any other time.

For example, Nancy Drake, young Pasadena flyer, was recently observed (by those who stand around observing) about to mount a Spartan. She wore a side-saddle skirt and an Empress Eugenie hat. On her shoulders was a neat little pair of water wings. "I am wearing these instead of a parachute," she explained, "because I am going to follow the river to Long Beach."

Yolanda Spirito wore a cunning little plaid bungalow apron last time she "went up," as the girls all laughingly call it. Her hair was done in small, tight braids all over her head, creating a very unusual and novel effect.

But the most striking display of feminine good taste in the entire galaxy of fashion among the feminine flyers was shown by Margaret Cooper, erstwhile Perry, of Culver City Airport Fame and Fortune, when she returned from her honeymoon wearing the latest thing in flying togs from Alaska. A bearskin completely enveloped the diminutive bride of the Texaco flyer, but her small, roguish face peeped out at the bystanders, full of fun and frolic. As the thermometer was registering 120 that July day, everyone marveled at her poise and pulchritude. "See," she pointed out, "Garry has installed a small Frigidaire inside," and sure enough, what had appeared to be a peculiar growth between her shoulder blades proved to be a small ice box, at that moment busily engaged in defrosting itself and Margaret.

#### AVIATION BULLETIN

(Continued from Page 1)

flying, basking in the light of publicity and labeled as "fearless," she had better think some more about this "being a good sport" and not cry when she can't have her own way—as I have seen a big woman pilot do.