

Feb 1932 Virginia M. Thomas
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Vol 1 #3

NEWS LETTER

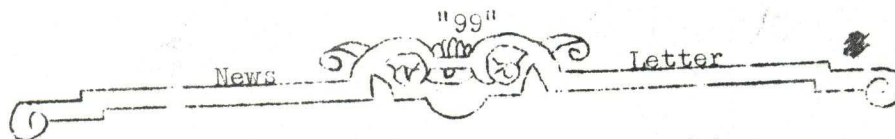
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"NEWS LETTER"

Edited
by

North Central Section



PLANS FOR NATIONAL AIR RACES

Fewer Races - More Prizes

The National Air Race Association has allowed us a "look in" on the tentative schedule of the events of the 1932 Show to be held in Cleveland the latter part of August to September 5th.

The most interesting feature of the entire program is that all Races will be open to both men and women - except the Aerol Trophy Race, which as usual will be exclusive, "for women only".

The DERBY will be a handicap sweep-stake. Although the formula for handicapping has not as yet been worked out, it will effect fair competition to all types of crafts. In handicapping, two or more pilots will fly the ship to determine it's capability. The starting point of the handicap Derby will be somewhere on the west coast, probably San Francisco.

There will be eight closed course events in which both men and women will compete. The first is for any type of ship having a power plant with not more than 115 cubic inch piston displacement. The other Races will range from this to the eighth race which is for ships of not more than 1875 cubic inch piston displacement.

Then there will be three handicap Closed Course Race for different piston displacements. The handicap will be taken into account at the beginning of each race. The slowest will start first and the others will be flagged off in their respective order.

The Air Race Association is asking the cooperation of Manufacturers in sponsoring a Trophy Race for it's own make of ships. This may be either free-for-all or handicap. That, along with the Sportsman Pilot Race should hold the interest of the private pilot.

Clifford W. Henderson, that demon manager who knows how to put on a show that is equally exciting for the onlooker and participant, gave your writer some "inside dope" on this year's Air Classic, prior to the meeting held in the Cleveland Hotel Air Race Headquarters on Monday evening, February 15th.

"This is the year of women suffrage in Aviation," are the words of the World's best Aeronautical Show manager.

"Women, this year, will compete with the men in all events from the Sweepstakes Derby to the Thompson Trophy Race. The Aerol Trophy Race will still be exclusively for women. And, by the way, there will be one day during the show which will be known as "LADIES DAY". It will be on that day that the Aerol Trophy Race will be flown.

And tell the girls that if they have any suggestions to offer that will make that day a huge success, let us know about them. And, of course, we hope to see all the girls here in Cleveland the latter part of August, including our friend Cliff.

COMMENDATION

Last year, for the first time in Air Race history a woman was a feature of the daily program of the show. It is certainly fitting that Dorothy Hester be commended for her smooth performance of stunt flying. (Cont. page 3)



In behalf of the North Central Section, the Editor wishes to extend sincere congratulations to our new officers:

Amelia Earhart

"Our most honored President"

Louise Thaden

"Our most worthy Vice President"

Frances Marsalis

"Our most capable Secy'-Treas."

May your tenure of office be one of much joy and success.

* *

MICHIGAN WOMEN FLIERS

Pilot's wives certainly are coming into their own up here in Michigan these days.

Three of them have burst fourth this last year and gone up for their license and all three are among the latest applicants for membership in the "99's".

There is Gladys Hartung, wife of Howard Hartung, Hartung Aircraft Corporation, Detroit, who now has her L.C.

Leota Abrams, wife of Ted Abrams flier and aerial camera expert, Lansing, Mich. and Rhoda Davis, wife of Art Davis, well known racing pilot, also of Lansing.

These girls are certainly showing their husbands what wives can do in the air. Rhoda and Leota now have their private licenses and well up toward a hundred hours. They both expect to get L.C.'s this spring. Two of the intrepid husbands were instructors. Ted refused to teach Leota and turned her over to one of his pals. He didn't see her fly until the day before she went up for her

license and he reports he was amazed. He'll fly with her now. Hartung and Davis went through a lot before their wives were ready for the Department of Commerce inspector, but they are as proud as anything now. Rhoda won three second places in dead stick landings at the National Air Races this year, and she's been down in Miami this winter with Art doing plenty of flying on her own in the Florida Air Tour, and in the All-American Air Meet. She did a lot of racing all summer in small Michigan and Ohio meets and she also was in the Michigan Air Tour even though she left a four-months-old baby back in Lansing.

Leota was also in the Michigan Tour and won the Ladies Races, Junior Chamber of Commerce, Lansing, last summer.

Speaking of Youngsters, Gladys Hartung took her daughter Joyce, one year old, along on the Michigan Tour last summer and Joyce was the sensation of the trip. She has goggles, helmet and a tiny parachute and she likes to fly in the specially built cock-pit fixed for her up front. Her mother hasn't had the child up alone yet, but an extra cock-pit is in front.

There is another new L.C. pilot on Michigan's roles now, also a new "99", She is Ruth Kitchell, Coldwater. Ruth flew her own ship, a smart little Travelair, in the Michigan Tour and is now working for her Transport license. She comes up here to Detroit from Coldwater where her Mother owns the daily paper, to get her instructions at Curtiss Field, Gross Isle. Ruth has a real business title in the Aviation world. She is a Curtiss representative in this State, although

"Every member

a new member"

continued
on p. 3

MICHIGAN FLIERS

(Cont. from page 2)

(Cont. from page 1)

Whether or not she is a "99" the writer does not know. And whether or not, she deserves a big hand. She knows her manouvers and executes them without the least display of sham. Your ability is something to be proud of Dorothy. We hand it to you!

* *

G'bye Eddie--be seein' you

Another pioneer airman who weathered the thrilling dangerous days of aviation in its infancy has completed his adventures here on earth and has gone to that Valhalla, where only brave men who die in action, may enter.

Edward A. Stinson has left a cavity that no other character can fill. Having survived the days when pilots were really heroes, Eddie has at last felt the hand of fate, which has sent him on across the mountains and valleys to landing fields that are wider and greener.

Advancement in aviation is due to folks like Eddie Stinson. The Detroit show this spring will seem strange without him. Countless numbers all over the continent will miss this "Father of Flying". May we carry on according to the example of a great personality.

Since I started on the enumeration of the different events, it is hard to stop without giving them all a few lines. But, that would be too great a task for an amateur journalist, so I'll merely add that there are others that are new and a few that are old. There is no use in completely satisfying your curiosity now.

'See you at the Races'

Peggie Lemmox
Cleveland.

she gets a little discouraged about selling ships these days. Ruth runs an Aviation column on the Woldwater Daily Reporter and comes out of the University of Michigan. She also holds the title of being Michigan's prettiest pilot, besides being a good one.

Mabel Britton, Ypsilanti, one of the 99's older members is still flying about these United States. She still has her Waco F and last summer flew her Doctor husband out to Los Angeles. It was her first experience with mountains and she learned a lot of things, she says. Among them, what to do when you have a forced landing in a field of Kansas Wheat. She now has her Glider's license, qualified for it at the National Glider Meet at Elmira, N. York. Mabel flies purely for fun, and although she has more than 200 hours has never worried about getting anything but her private license.

Susan Budnay, private pilot, says she is planning a flight to Warsaw, Poland. There is some talk of promotion of the flight among wealthy Polish people here.

Vera Brown, Detroit Times writer and Reporter, now has the first Transport license to be given in this State. Mary VonMach who by the way says she has resigned from the 99's, got her Transport license in St. Louis, Mo. *Re-instated.*

Vera flew the Michigan Tour for the second time this year and covered the National Air Races at Cleveland via airplane with a photographer, for her paper.

Leora Blaisdell, Battle Creek, told this reporter that she hasn't been doing much flying this year for she says she's too busy teaching school--just keeping her license.

Now we Michigan girls ought to consider Evangeline Dallinger.

Mrs. Dallinger was this state's first

(Cont. on page 5)

"Every member

a new member"

NORTH CENTRAL OUR SECTION

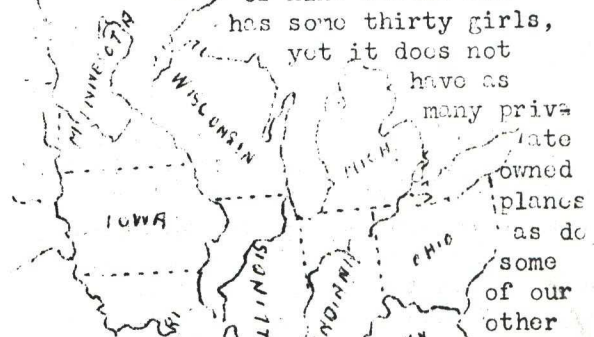
As previously stated the National Air Race Association held it's third ZONE meeting in Cleveland on February 15th. The meeting was very interesting and well attended. I am choosing this as my subject rather than talk about myself and accomplishment. I will take a moment to say the citizens of Bucyrus have credited me with having pioneered Aviation in their city and whether or not this is a credit, I know it has been a long hard struggle, but I have at last accomplished my task and Bucyrus now has a Municipal Airport, comprised of 63 acres, free from hazards, one mile from the center of the city. About 350 acres of open farm land surround the port and is available for any emergency. We have a steel hangar large enough for five ships; also a class room, lounge, office, shop, watchman's quarters and stock room. It is not elaborate, tho we believe the most complete 'little hangar' in our part of the country. Now that the City owns the Port, I am planning to establish another port in a near-by city, unless my services are retained. It has been a real source of pleasure to service visiting ships and to point to citizens the real need of more airports.

* * Something Different

"To provide closer relationship among pilots and to enable them better to perfect any movement that may be for their benefit as a class and for Aviation in General". I think this year will be an ideal year to foster a friendly feeling and "GET ACQUAINTED" with every member.

The North Central Section plans to act as Hostess to all 99'ers and also other women pilots during the Races. Arrangements are now being made for a Sectional meeting to be held in Detroit during the Aircraft show. Tentative plans will be drawn at this time.

The North Central Section as perhaps you all know is composed of nine states and has some thirty girls, yet it does not



as a consequence of our activities are somewhat limited.

We are hoping dear 99'ers the wee bit of news we are enclosing will make a favorable landing on your desk. If it does not compare with previous issues, we trust you will bear with us until the "Races in Cleveland" this year when we hope we may have the pleasure and privilege of issuing our second "News Letter".

It was learned during the recent meeting in Cleveland, that the Women's Chapter of the N. A. A., Blanche Noyes as President plan also to act as Hostess. SO, with the two organizations combined I am inclined to believe that every woman pilot will have a bigger and better time than ever before. We know Blanche has a host of friends who will all cooperate with her and everything will be done that is possible to make your next visit to Cleveland during the Races a 'Happy' one.

In behalf of Vera Brown, Lola Lo Lutz Ila Fox, Isabelle Chappell who have so earnestly endeavored to contribute to this issue, also the associate reporters, Peggie Lennox and Abbie Dill, I submit same with sincerest good wishes to all. Anticipating the pleasure of meeting you in the near future, I am

"Every member a new member"

Feb 1932

SOME ADDED ATTRACTIONS

Peggie Lennex has given you quite a complete resume of the events of the Show this coming season, but I would like to elaborate upon and call your attention to two new attractions this year, which I believe will be especially interesting.

It is my idea that the "Manufacturers Trophy Race" is one which will incorporate several freak designs in aircraft. Right here in Cleveland we have a variable pitch propeller, form which we will no doubt receive many surprises.

Also, on the outskirts of our city, a small company is building behind closed doors, what they think will be the 'last word' in light planes. It is a low wing monoplane, and although I have heard a lot more about it's performance I am not at liberty to inform you of it. However, the ship will be at the Detroit Aircraft Show, which starts April 2nd., so you will have an opportunity to see for yourself. I'd like to see some of you girls up there in Detroit.

And don't forget that Cleveland's own Great Lakes Aircraft Corporation has a "honey" of a new ship to show you. I've seen it and can, if my opinion and that of several people of good authority say, "It's a peach".

Another event in the tentative schedule is a "Novelty Race". What that may be, is hard to say. But you can depend on CLIFF to think up something clever to get your attention. Perhaps some of you have some extremely novel idea which will be of interest.

I join Peggie in saying "I will see you at the Races".

Abbie Dill
Cleveland.

"Every member a new member"

MICHIGAN FLIERS

(Cont. from page 3)

woman pilot. Harry Brooks, that famous Ford test pilot who lost his life off the coast of Florida in a flivver ship, taught her to fly, years ago.

Evangeline hasn't been doing any piloting since Harry's death. You see her husband is an official at the Ford Motor Company and Mr. Ford made both of them promise to stop flying when Harry went. But here's a cheer for Evangeline. She pioneered for Michigan and we're certainly glad to hear her for a '99'er.

That's Michigan's role of women pilots. We hope all of them will be in the Michigan Tour this year. At least half of them will and we'll see you at the National Aircraft Show, we hope. DON'T hesitate to call Vera Brown at the Detroit Times, or any of the rest of the Detroit girls if you come into town. We'll do the best we can to make you welcome. Detroit can offer a lot of interesting things.

Until the Air Show

THE MICHIGAN REPORTER

* * *

Vera Brown of the Detroit Times has found a few moments away from her busy office hours to devote to the "99's" and has obtained three new members.

Thanks to you Vera for your efforts, and sincere cooperation. It should be an inspiration to live up to the slogan,

"Every member a new member"

Dorothy Lyon of Kansas City, sends the editor the following wire.

"JUST RECEIVED YOUR LETTER EIGHT

TOO LATE TO SEND NEWS SORRY LETTER

FOLLOWS HOWEVER NOTHING OF IMPORTANCE

HAS HAPPENED HOPE SOMETHING OF RUTH

STEWART AND NORA WHITE DEATH WAS

MENTIONED IN NEWS LETTER"

Dorothy will have something for us

the next time girls. We have made three

attempts to appoint a reporter in

Missouri and finally Dorothy was

located, but too late to prepare any-

thing for this issue. Sorry Dorothy,

WE'LL look forward to something the

next time.

* *

Let Me Forget

Ruth Stewart

Debie Stanford

Nora White

Mildred Stinson

Lowell Bayles

Dale Jackson

"Eddie Stinson"

"On Wisconsin, On Wisconsin
We will win the fight"

Mrs. Lola Lo Lutz is the wife of
Richard L. Lutz, President of the Oshkosh

Airport Incorporated. She has been
flying three years and was the first

woman in Wisconsin to solo and receive
a pilot's license. She flies solely

for pleasure. She is a member of
several aviation clubs and devotes a

part of her time to their interests.
Mrs. Lutz is a member of the "99's"

and Lieut. Commander of the Betsy Ross
Corps. She writes that the Betsy Ross

Corps was given a tract of land by Mrs.
Dr. Dickinson who is keenly interested

in girls learning to fly.
The Betsy Ross Airport is at Orange

City, Florida and is being cleared and
put in shape for the use of the members.

Next year the girls expect to go into
training there.

William Perkins is at Orange City
Airport now trying to establish com-

fortable quarters for the members who
have the privilege of vacationing there

this year. Many of the 99 Club are
members of this Betsy Ross Corps and no

doubt some of them are taking advantage
of this opportunity to enjoy the

Florida sunshine.
Mrs. Lutz writes that she anticipated

joining the girls this year, but at the
last minute changed her mind to go to

Minneapolis and take up the art of
skiing. She informs us that she has been

making many "happy landings".
* *

MINNESOTA

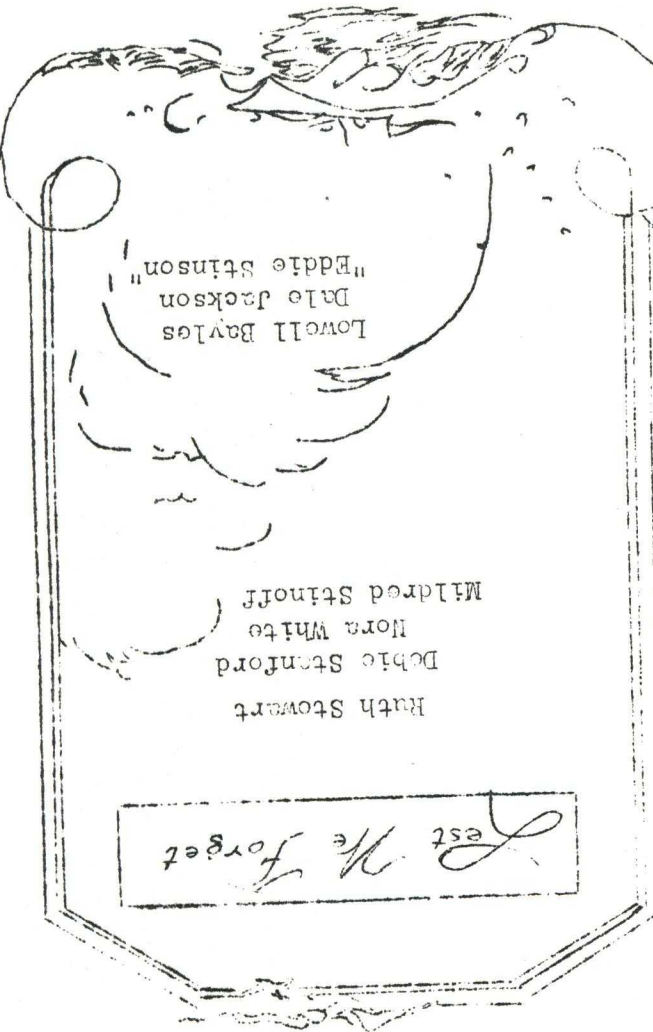
This State had but one member listed on
our roster, that of Thelma Burleigh.

She has recently been married and
finds her family duties most interest-

ing and altho she is most desirous of
keeping up her flying, it is imperative

at this time that she dispense with it.
She is sincerely hoping, however, to

renew her membership in the 99's at a
later date.

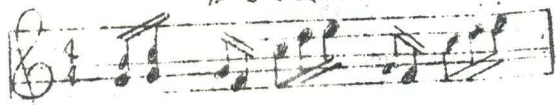


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FINDS

Music



IN PLANE MOTOR'S HUM

Akron, O. Jan. 2 -- Were one to ask at least three of Akron's growing list of women flyers where they first got their idea of taking up aviation, he might be surprised to learn that the "inspiration" came while "the boss" was grunting "dictation" in some Akron office building.

Secretarial work, it seems, has been the usual stepping stone to the leather coat and helmet of Akron girls now in aviation. And they all agree that they find the SWEETEST MUSIC IN THE HUM OF AN AIRPLANE MOTOR.

Oldest of birdwomen here in service is Frankie Renner, who holds a Limited Commercial license. In the fall of 1927 she learned to fly at the Robbins Flying Service at Stow, where she is now Secretary and Treasurer. Before that she was a "steno".

Since taking up Aviation Miss Renner has been flying almost every day and last March she climbed to an altitude of 24,990 feet in an attempt to break the altitude record of 28,743 feet held by Ruth Nichols.

Once in this four-hour flight in the upper strata Miss Renner experienced her greatest flying thrill.

A cloud of black smoke suddenly shot from the engine and she feared her plane had caught fire. It developed, however, that the smoke was caused by too rich a

mixture in the carburetor and that there was no danger.

"No I am not going after the altitude record again," she declares emphatically. "I'm getting so I take my flying straight".

* *

Miss Isabelle Chappell also of Akron-- Ohio's reporter for our "News Letter" holds a Limited Commercial license and is probably Akron's most enthusiastic girl pilot.

A stenographer at the General Tire & Rubber Company. Miss Chappell has been flying three years and spends all her spare dollars and moments out at the Municipal Airport adding to her "hours" which now total 75.

* *

FLYING vs DRAMATICS

By Ila Fox

At Universal Producing Training School in Fairfield, Iowa among the class taking instructions on how to direct the big production, "Henry's Wedding" were three aviatrix; they were Irene Davis, Eleanor Winch and Ila Fox.

Irene Davis a solo student at Arrow Airport, Lincoln Nebraska says "I'm crazy about it and I absolutely know I will soon have my license and my own ship". Universal sent her to Florida to coach the big play.

Eleanor Winch also a solo student from Marshfield, Wisconsin has been flying a Challenger Fledgling and is determined to build up her hours. Universal placed her in Colorado. Ila Fox is flying at Hayward, Wisconsin.

"Every member

a new member"

"Every member



NINETY NINES

Application for Membership

Name (Mrs. or Miss) _____

Street Number _____

City _____ State _____

Dept. of Commerce License: Class _____ No _____

Hours flown: _____ Types of airplanes used: _____

Present employment: Company _____

Position _____

Date of Application _____ 193 _____

Dues: One dollar initiation fee; Two dollars annual dues.

Date approved _____ 193 _____

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FATHER'S

FURNISH

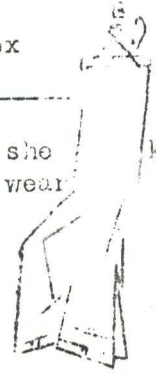
Ila Fox

Her Flying Togs.

"If she
I'll wear

keeps on Flying,
Barrel,"

says, Father Fox.



Pella, Iowa.--

It's an old

Spanish custom for the son the "fill the father's shoes." It may become an old Pella custom for the daughter to fill her father's trousers, particularly an air-minded daughter, albeit she must be adept with the shears and needle and thread in order to do it.

Ila did it.

Miss Ila Fox, daughter of Dr. and Mrs. C. I. Fox of Pella has established the precedent. For when she decided to go in for flying in a serious way, she also decided that fancy flying togs might be the thing for dabblers in aviation, but that for her a pair of her father's pants would have to suffice. So reverting to the feminine for the moment, she took scissors and needle and soon her father's trousers fitted quite comely.

S.U. quote

A graduate of the State University of Iowa, Miss Fox during 1928 was in charge of the Lend-a-Hand Club, social service organization at Davenport. 'Twas then the urge came to take wings. She took her ground work at Curtiss field in Rock Island, Ill. Ready for her solo flight, she told father and mother. The inevitable resulted, but Miss Fox finally convinced them that it was just as inevitable that she fly.

airport Hastes

So two years ago she obtained her private pilot's license. Then came the

Have

the opportunity to be hostess at the Detroit Airport, which meant that she went on with her flying instructions in Detroit.

What they say.

This summer, Miss Fox returned to Pella to visit her parents and found another opportunity to fly, for another resident of Pella who mixes his flying with his farming has an airport and a plane on his farm. Both are bent on more hours in the air and a Transport license.

This summer they have been flying, one in overalls and the other in her father's pants. "She's the only girl who flies in her father's pants, say Pella residents "I guess I took up flying because I'm always up in the air about something", says Miss Fox, but her father says, "If she keeps on flying, I'll probably have to go around in a barrel".

OTHER FLIERS IN IOWA

By Miss Fox

Helen Huntley received her license in December 1930 and since that time has 202 solo hours. Part of that time was put in demonstrations and selling ships. During the past summer she has been flying a Challenger in the middle west and advertising at a Lake in Virginia. When in Davenport she flies at Davenport's Bigger & Better Airport. She plans to enter nurses training and later to combine both.

Edna Rudolph Kreige will soon be back in St. Louis and plans to put on a real drive for new members. She has been spending the winter in Florida. "Hurry back Edna, we need you."



"Every member

a new member"