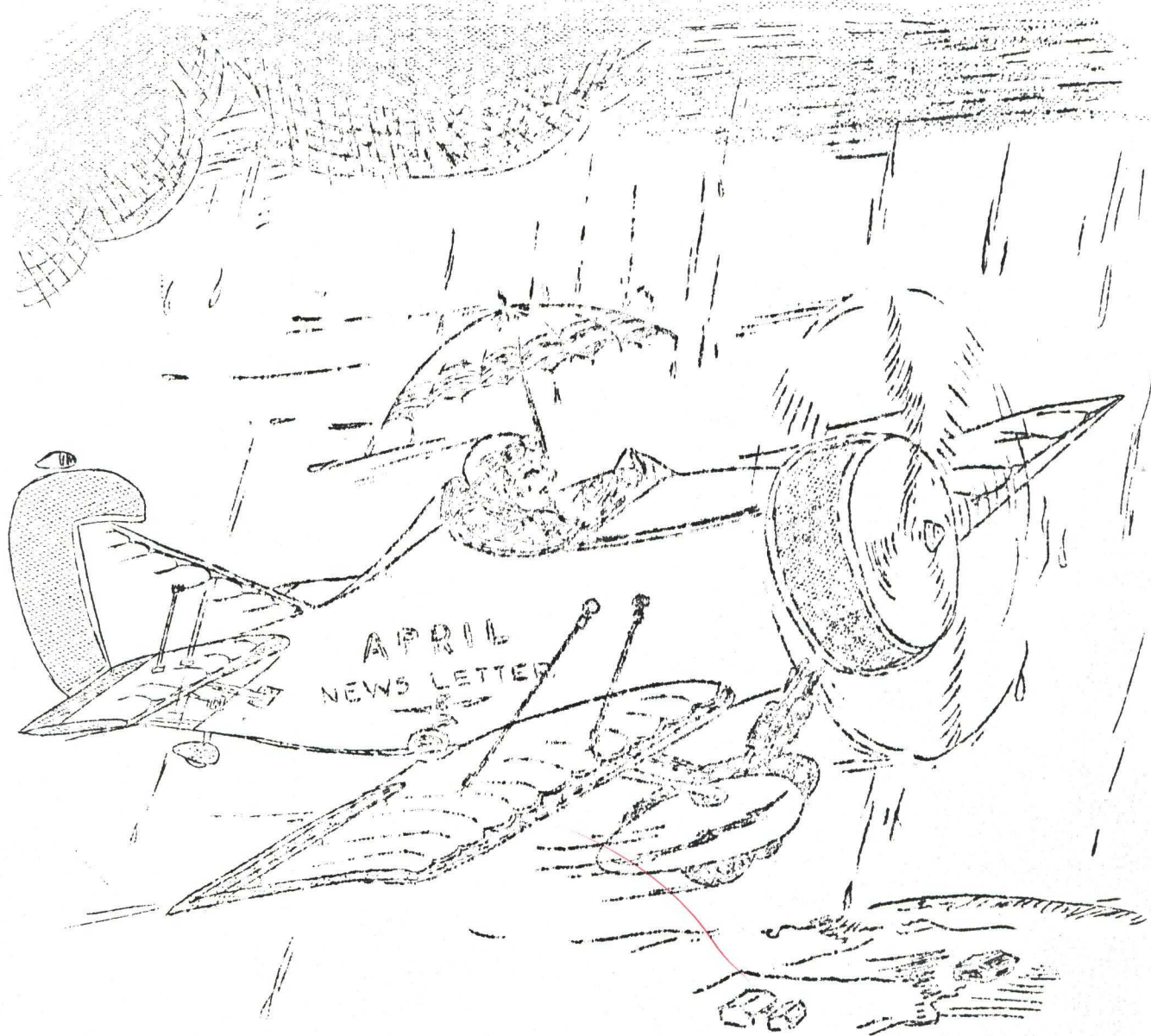


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# 99 CLUB

Frank  
Krieff

EDITED BY - NEW ENGLAND

April, 1932

## YOUTHFUL M. P. OBJECTS TO WOMEN AVIATORS

(Special Cable Dispatch to The Hartford Times.)

London, March 16.-Women in the air, with certain exceptions, are notoriously inefficient and dangerous, according to a 29-year-old member of parliament, W. R. D. Perkins, speaking in the British house of commons last night. Personally, said this Eton graduate, he would rather find himself flying in formation with a winged dragon than with a woman pilot. Women pilots, asserted Mr. Perkins, who is the owner and pilot of a plane himself, are not good for war as their use is prohibited by international convention. Declaring that a state subsidy is often given to private flying clubs with a view to using pilots thus developed in case of hostilities, he said it was sheer waste of money to teach women to fly.

We would assume from Mr. Perkins statement that Great Britain is training her women for combat duty, since he says their use "would be prohibited by international convention". Women have always done great and courageous service during wartime periods. It is most natural that they should continue to do so, and in whatever manner they happen to be best prepared. We believe much of young America's energy can be put to good use in the field of aviation, regardless of whether or not we have another war. All of us have heard the World War ambulance driver (man or woman) tell how he envied the airman, who at least had a chance of escape. Many of us would much rather fly an ambulance plane than drive an ambulance.

While we are on the subject, we read in Lady Mary Heath's column in Popular Aviation that British women outnumber men as aviators. In Great Britain there are 3,349 women with pilot's certificates. In England private flying clubs are subsidized. We believe there are also statistics to the effect that there are five women to every man in the British Isles.

Since we are on statistics, let's list our own country's women pilots. New statistics should be out soon, but as of January 1st we are classified as follows:

Transport	42
Limited Commercial	56
Industrial	1
Private	<u>433</u>
TOTAL	532

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### ABANDONING THE SCHNEIDER RACES

Even the news reel photographers will probably not express any great regret that the Schneider seaplane races have been abandoned for the speeds of the racing planes had become too great for clear photography. That the races had outlived any practical purpose commensurate with the expense and the danger involved seemed evident even before Sir Philip Sassoon announced that they will not be held in the future. As laboratory demonstrations of the ultimate in speed achievable with our present knowledge, they had their interest and their value, but any truly sporting aspect had long since disappeared.

The fragile machines, "engines on a feather" as someone has called them, have but one quality, that of speed. They are probably as dangerous a vehicle as man has ever invented, with a woefully long record of fatal accidents to testify to their lack of safety. They can be flown at all only under conditions approximating perfection. Experience has shown the difficulty of gathering enough machines at the course on the Solent to make any sort of a contest possible, and when, in past years, more than one nation has entered, the result, from the point of view of a contest, has been predetermined.

As a tribute to engineering ability and sheer courage, the Schneider races will long be remembered, but on no other ground will they be missed. It will be several years at least until the knowledge of conditions necessary for high speeds can be assimilated by the airplane industry, and probably many years beyond that time before methods of construction will have caught up enough to make a resumption of races similar to those for the Schneider trophy useful or even worthwhile.

Reprint of recent Editorial in Hartford Courant.

A MESSAGE FROM OUR PRESIDENT

Because of numerous requests for information concerning Ninety Nine emblems and stationery I am asking the New England Section to include the following in their news letter.

When the Ninety Nines were started a design from Tiffany's was accepted as the official insignie. Unfortunately the prices were high, so that few members have purchased pins, bracelets, etc. In order that they might wear something to show they were Ninety Nines, the California Section ordered a cheaper metal pin made up with numerals and small wings (something like the QB) for \$0.75. This cannot be considered official unless adopted at the Annual Ninety Nine meeting at the Air Races. Still if anyone wishes to obtain a similar model, she may order through her governor, who will OK the application and send it to the manufacturers.

In the meantime Tiffany's have agreed to put out in lots of twenty five or more a gold plated official emblem for \$3.00. The same may be had by charter members with a rose diamond for \$6.00. The original prices stand for the solid gold ones as noted below:

Pin-----	12.00
Pin with diamond-----	14.00
Bangle-----	12.00
Bracelet with "99" link-----	23.00
Ring-----	18.00

The solid gold emblems may be purchased direct from Tiffany's who have a list of paid up members. The plated ones should be ordered through the governors or through me, so that a sufficient number may accumulate to take advantage of the price reduction.

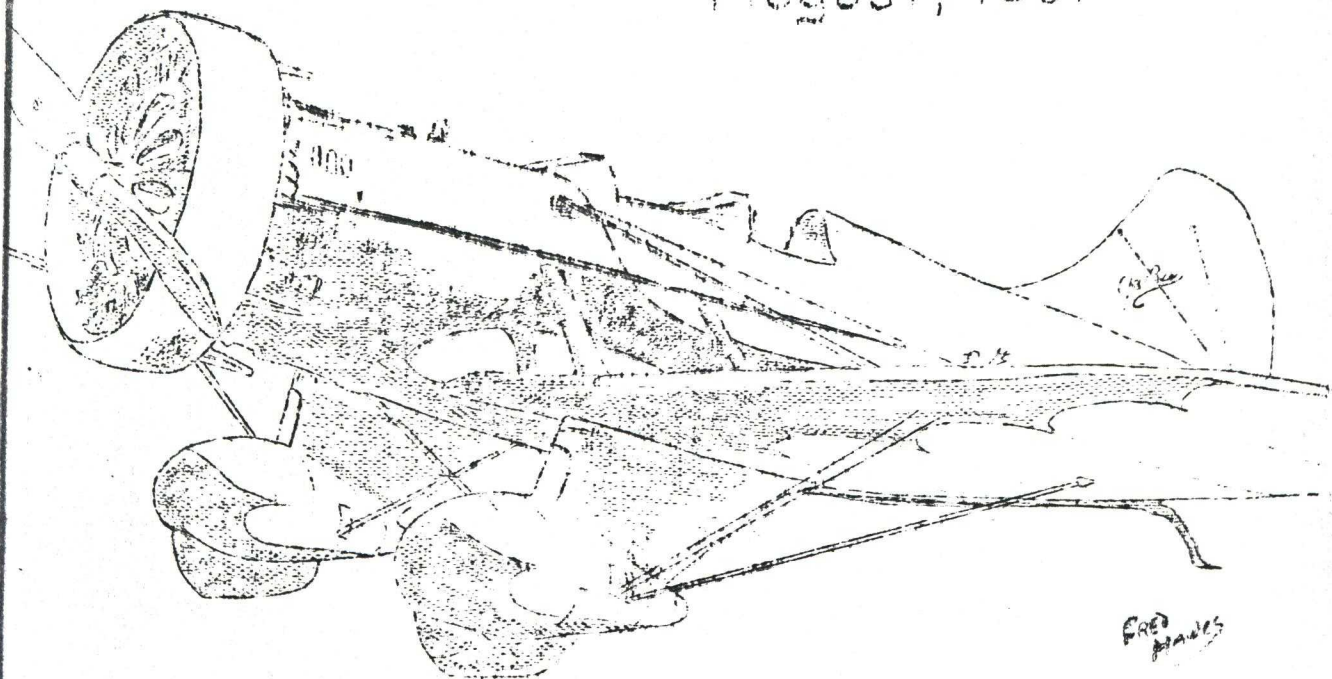
As to stationery, a box with blue insignie may be obtained for \$1.75 plus postage, through your governor or the Secretary-Treasurer.

(Signed) Amelie Earhart

# Miss Tait's Gee Bee —

## Aerol Trophy

### August, 1931



Miss Tait also won —

The Shell Trophy for Women

The Sportsman Trophy

Other Gee Bee ships have won —

Thompson Trophy - won by Lowell Bayles

Shell Trophy - " " "

Goodrich Trophy - " " "

Great Lakes Trophy - " " "

Cuban Trophy - " " Lt. Allen Nott

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## PERSONALS

Mrs. Ralph S. Maugham, Jr., who was Olivia Mathews before her marriage, has moved from Boston to Jersey City and is transferring her membership to the New York-New Jersey section. Her husband is a pilot on one of the Colonial Lines and has had his base transferred to Newark Airport. We are sorry to lose her, but hope to see her when we have joint meetings with the New York-New Jersey section.

Mrs. Maugham is Secretary and Treasurer of The Womens Wing and Prop Club, a wide awake organization for women flyers in Boston or New England who have soloed and fly at least two hours per year.

Miss Bernice Blake is the fine young lady who flies from Manchester Airport at Manchester, New Hampshire. She has a Limited Commercial license now and one hundred thirty hours to her credit. Miss Blake attended the Miami Air Races this January and flew as a passenger on the Miami Air Tour.

Mrs. Edith J. Bernson of Brookline, Massachusetts, uses the Lafayette Airport at Portsmouth, New Hampshire, as her base. Both Edith and her husband, Bob Bernson, are very enthusiastic over flying. They fly an Arrow Sport.

Mary Bacon and her husband go flying all over the country in their J-6 Stearman. They have had several exciting forced landings. Mary isn't flying just now as she had a nervous breakdown and she blames it on the J-6. (Hope the Wright Company does not sue us). Mr. Bacon is also a pilot. He instructed at Tours during the War. Mary was elected 99 Governor for New England section when the Club was first organized and held the place until illness last fall necessitated another taking the place. The Bacons live at Brookline, Massachusetts, and keep the Stearman at the East Boston Airport.

Mrs. Mildred Chase of Chelsea, Massachusetts, also flies from East Boston Airport. Her husband, Dr. Frank H. Chase, soloed about one year before Mildred. They fly around in their own Travel Air. Mildred was the first Boston woman to solo and get a Department of Commerce license. She also belongs to the Wing and Prop Club.

Miss Helen Hyde who lives at Ellington, Connecticut, flies at Brainard Field, Hartford. She took a limited commercial course with Curtiss-Wright and flies a Fleet now, owned by the Wright Aircraft Corporation. Helen is the Secretary of the Hartford Unit of the National Womens Aeronautical Association. Although Miss Hyde is a comparatively new 99'er, she is very enthusiastic over the possibilities and benefits to be derived from this type of club, which brings together in friendly contact women flyers all over the United States.

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We are proud of a new member of only a few days, Margaret Arnold Kimball of Lexington, Massachusetts. Miss Kimball flies from Boston Airport and writes that she is "just an ordinary student flyer", but she signed up as a 99'er, sight unseen, so we think she must be extraordinary.

Mrs. Cecil W. Kenyon of West Newton, Massachusetts is also married to a licensed pilot, Mr. Theodore W. Kenyon, who flies for pleasure now, but was formerly on the Colonial run from New York to Boston. Cecil flies an Arrow Sport from Natick Wellesley Airport at Natick, Massachusetts. She takes advantage of quick transportation by flying in to Boston for luncheon. She writes that the "grandest times are had by all".

Miss Novetah Holmes is the clever young lady who works at aviation and gets paid for it. She is very much interested in the 99 Club activity but hasn't yet decided to join. Miss Holmes flew from Bridgeport Airport while connected with The Sikorsky Aviation Corporation and flies for pleasure, although flying is a valuable aid in connection with her publicity and sales promotion work. While in Connecticut, Novetah was Advertising and Publicity Manager for Sikorsky Aviation Corporation at Bridgeport. Before this she was with Fairchild and Aviation Corporation for two and one-half years. Now she is with United Aircraft and Transport Corporation. Miss Holmes gets to go to the Aircraft Show and all the big air races and air tours.

Miss Doris Pierson of Rocky Hill is a 99 member and is President of the Hartford Branch of the National Womens Aeronautical Association. She flies a Fleet at Brainard Field and holds a private license. Miss Pierson works for Pratt and Whitney Corporation, makers of famous Wasp and Hornet airplane motors.

Helen Manning of New Canaan, Conn., otherwise known as Mrs. J. Higginson Manning is the mother of three children. Helen has been a 99'er from the start, and altho not flying at present is still sold on aviation. She says, "When I was flying my children took airplanes as much for granted as cars, much to the amusement of my subterranean-minded friends. I suppose when they grow up, they will have to be provided with individual planes, just to make life a bit more complicated."

Mary Sansom's husband runs Interstate Flying School at Brainard Field, Hartford. She manages to be on hand every day that it is flyable and says, "believe it or not every so often my transport license comes in handy. Peculiar enough, male passengers (some cross-country too) show no unusual concern because of the fact that a woman is at the controls. Some even appear delighted, that is after the trip is over and our feet once again on terra firma. Of course it could be that they had not expected to get down in tact."

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#### COMING AERONAUTICAL EVENTS

May 16-22 (Changed from March 14-20). Northwest Aircraft Show, St. Paul, Minnesota.

May 22-30. International Reunion of Trans-oceanic Fliers, under the auspices of the Royal Aero Club of Italy, at Rome.

June 20-24. Annual Meeting of American Society for Testing Materials, Atlantic City, New Jersey.

July 18-31. National Gliding and Soaring Contests under the sponsorship of the American Soaring Association, Incorporated, at Elmira, New York.

August. National Air Races at Cleveland, Ohio.

Annual National Meeting of the 99 Club. Exact time and place to be announced later.

November 25-December 11. Thirteenth International Aeronautical Exhibition, under the auspices of the Syndical Chamber of Aeronautical Industries, in the Grand Palais, Paris, France.

#### AIR RACE EVENTS OPEN TO WOMEN

THE equality of the sexes in aviation racing events will be recognized for the first time at the National Air Races to be held at Cleveland, Ohio, next August, according to an announcement by Clifford W. Henderson, managing director. The ability of women pilots to compete favorably in the closed course races with men pilots was recognized at the first national zoning meeting of pilots and manufacturers held in Washington recently to discuss the 1932 National Air Racing program.

During previous National Air Races the activities of women pilots have been confined in the main to aerobatics, closed course races and cross-country competition among their own sex. This year all events in which men pilots can enter will also be open to them. This leaves the Aero Trophy Race feature free-for-all high-speed competition for women as the exclusively feminine race event on the 1932 program.

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