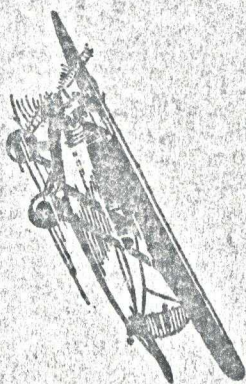


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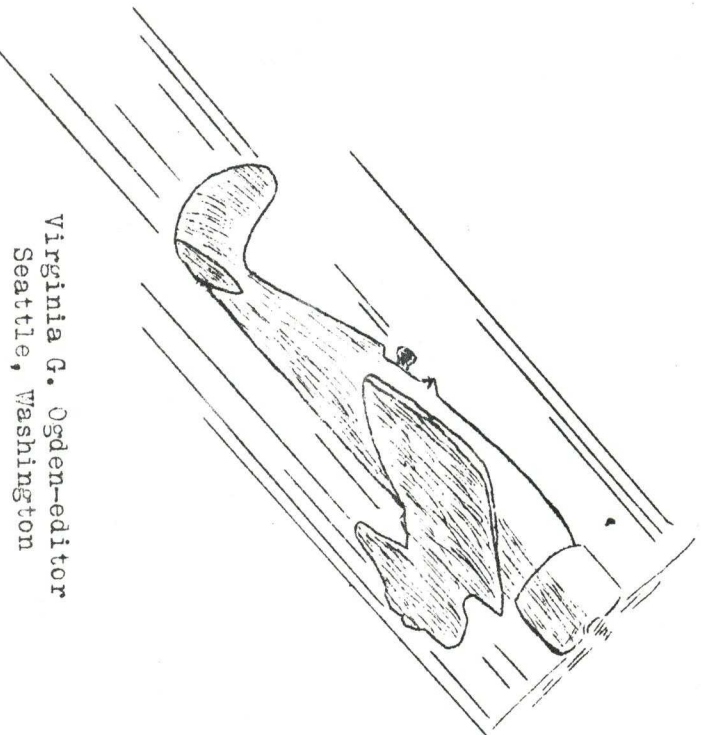
NEWS OF THE NINETY-NINES
Northwest Section



May 15, 1932

-- NEWS OF THE NINETY-NINES --

NEWS OF THE NINETY-NINES
Northwest Section
May 15, 1932



Virginia G. Ogden-editor
Seattle, Washington

- May 15, 1932 -

THE NATIONAL NINETY-NINE ORGANIZATION

AMELIA EARHART
President

LOUISE THADEN
Vice-president

FRANCES MARSALIS
Secretary-treasurer

Courtesy of

NATIONAL AIRCRAFT CORP.
Beaverton, Oregon
1932

GOVERNORS

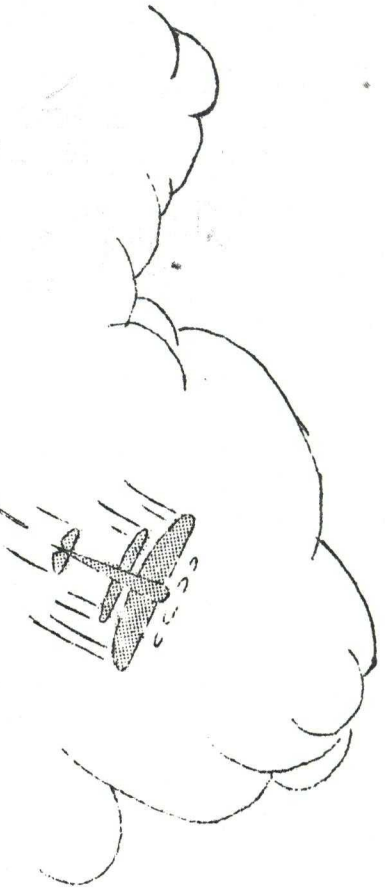
EDITH FOLTZ	NORTHWEST SECTION
MARGARET COOPER	SOUTHWEST SECTION
JEAN LA RENE	SOUTH CENTRAL
LAURETTA SCHIMMOLLER	NORTH CENTRAL
MARY NICHOLSON	SOUTH EASTERN
DOROTHEA LEH	MID-EASTERN SECTION
MARGERY LESSER	NEW YORK-NEW JERSEY
MARY L. SANSON	NEW ENGLAND SECTION

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-- NEWS OF THE NINETY-NINES --



GREETINGS To all 99ers
From the great Northwest--
God's country 'tis called,
And rightly so. 'Veren't
The graves God's first
Temples?

True, we have the lovely
Trees and mountains which
None other can compare--
But lacking in 99ers, and
I wonder why with so much
To see when we fly on high?

Governor

Edith Foltz

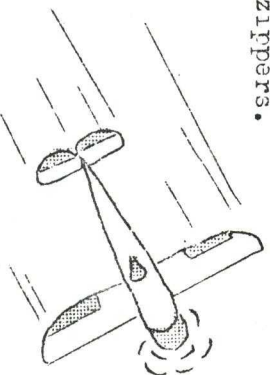
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PUTTING WINGS ON DEPRESSION
By Virginia G. Ogden

They tell us in all the magazines that it's up to the women to put an end to old man depression. If that's true, the women pilots are surely doing their bit to persuade the old fellow to move on to some other landing field. Edith Foltz, for instance, has commercialized that clever flying suit she invented for her own comfort.

Patented and with a real New York debut, the Polzup Skirt is being manufactured for the Northwest by the Columbia Knitting Mills. A unique combination of knickers, and skirt, the Polzup skirt offers the ideal in comfort and convenience, and can be made into a trim street dress by a pull at the side zippers.

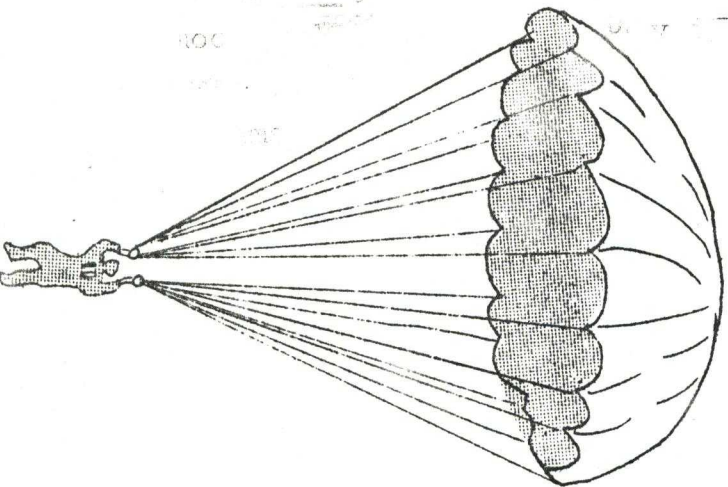


If you believe the "hard luck" stories you hear every day, it is hard to be convinced that the ladies are actually earning their living thru aviation. But here's Polly Potter in Portland to prove it is done now and then. As secretary of the Pargon Flying Service, Polly is able to keep both herself and old man depression pretty well up in the air most of the time.

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They are still flying airplanes in Montana too! Esther Vance tells us that the Vance Flying Service is going right along in spite of PX reports telling of Depression's presence in that vicinity. Esther says that several of the women in Montana are remaining convinced that as long as time still flies, why can't they?



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FLYING MOTHERS

By Virginia G. Ogden

Here's something new under the sun! May, the age old month for mothers, now boasts mothers who fly. One of the greatest arguments used against women participating in activities is that it is impossible to be a mother and a go-getter. Four of our members at least have given the lie to that old argument. They sport their licenses and go right on getting mother's day gifts just the same. And what a flock of young enthusiasts they are raising.

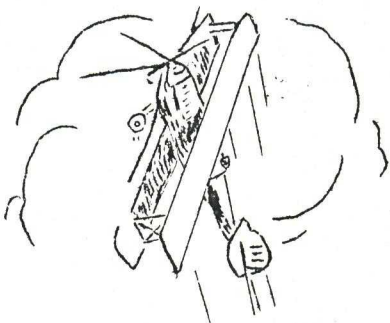
Young Richard Foltz, our sectional governor's son, asks for nothing better than to spend the day in the front cockpit of Edith's Bird never missing a thing that goes on while his mother flies about her business.

Over in Yakima, our newest member, Dora Skinner has a young fledgling in her home hangar who boasts some original ideas why young ladies of her advanced age should fly. In an exclusive interview with little Miss Eloise Skinner, age three, we were told that she likes to fly with mother-dear 'cause all the houses look so tiny-little down there. She further states that she thinks she will always fly like mother-dear does. With two flying parents and an airplane in the family it is not illogical that both she and her young brother will be flying like mother-dear by the time they reach the soloing age.

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Besides Edith Foltz there are two other flying mothers in Portland. Lillian Carson's two young ones look more like her brother and sister than her children. And May Weiderhold boasts three small members of the Great flying fraternity.



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HANGAR FLYING

PILOTS HERE AND THERE

Esther Vance, one of our charter members, sends us the hangar gossip from Great Falls, Montana:

Mrs. Lorene Prescott bought a Challenger Robin last fall and made a few trips with it. She has not been flying this winter but has been taking a little time lately.

Mrs. Ruth Marie Nelson is still doing a little flying at the Missoula Airport. Fortunately, she escaped injury when a plane in which she was riding crashed at Missoula last fall.

The following is an excerpt from Esther's letter:

"In September during the Great Falls Municipal Airport dedication, I was a co-pilot on a Ford Tri-motor while a wedding ceremony was performed in the plane. The man who was married was by the way one of our former students and seemed rather thrilled to have me flying the ship while he was being married. I hope I have given some news of interest for our section of the 99 news."

Editor's

Note: Mrs. Vance and her husband are managers of the Vance Airport just north of Great Falls, Montana. Any of us flying in that district should certainly drop in as I was fortunate enough to do

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last fall. Visiting pilots can expect happy landings and the most cordial, friendly welcome from both Esther and her husband at Vance Field.

Mrs. Ruth Marie Nelson and Lorene Prescott are prospective members.

Dora Skinner writes from Yakima, Washington about her and her husband, Dr. W. R. Skinner, flying together:

"Dr. and I started our flying instructions two year's ago, having taken a ground course first. Now we find it great sport to fly together. But no duels--and the one who pilots also does the navigating. Day before yesterday, we flew to Walla Walla, Washington and each showed his own characteristic flying. I made a Bee line down over the bumpy hills, and he hedge-hopped back over the cultivated fields and towns."

Mrs. Skinner is truly an American, although born in Kobe, Japan, of missionary parents--her mother being a Puritan with seven ancestors who came over in the Mayflower, a direct descendant of Priscilla and John Alden, and a cousin of Henry Wadsworth Longfellow.

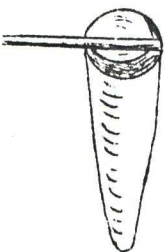
Barbara Cooke and Betty Hamilton are getting in flying out at the National Solo.

We hope to hear more about these girls in our next news letter.

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By Virginia G. Ogden

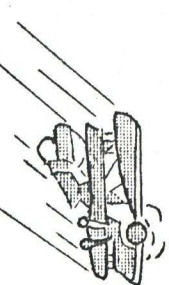
THE WIND SOCK



Shows how the wind's blowing

The wind sock indicates tail winds and happy landings down at Portland. At least so Dorothy Hester, the famous stunt flier who thrilled the crowds at Cleveland this year, seems to find it. She came home lately with new honors won at an exhibition in New Orleans, and her transport license given to her by Inspector Pettis, en route. Dorothy is not yet a member, but now that she is back in the fair City of Roses we expect her welcome application to come at any time.

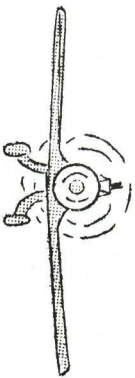
The Ninety-niners need women like you, Dorothy, and the Northwest Section joins with your home city in offering hearty congratulations on the new license.



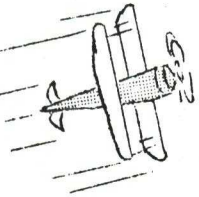
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Here's news for you Ninety-niners who own your own ships. Alan Blum of the Northwest Air Service, Boeing Field, Seattle, now has an accredited repair station (no. 90).



When a flier marries it seems to demand an air-minded assemblage at the wedding according to what we hear of the June wedding of Virginia Ogden and Elbert Andrews in Seattle. Edith Foltz, Frances Winslow of Seattle, and Josephine Dodge of Vancouver, B. C., Carolyn West and Vesta Euchner of Seattle all of whom fly, are prominent in the wedding party. As for the men—Alan Blum has his license, Carroll Robinson, Jack Ryno and the groom himself are all connected with Pacific Air Transport and thus qualify for sufficient air-mindedness to be a part of the bridal party.



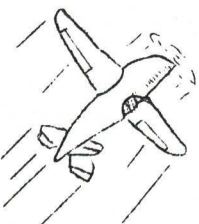
News that the bill for the construction of the Northern Airway from Seattle-Spokane to the east over the Cascade mountains, has been passed by Congress, will be of interest to those of us

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who are compelled to fly the Cascades very often. By making it possible to maintain a weather station and emergency field at the summit of Snowqualmie Pass it will not only open up the eastern part of our section for traffic from the coast, but will prevent the re-occurrence of another such tragedy as occurred last winter when a ship with five passengers crashed there in a storm.

When the wind sock waves over an emergency field on the Summit of the Pass to greet the storm bound pilot, then we who remember the terrible toll those mountains took last winter will feel that perhaps those lives were not lost in vain. In their memory, as well as in the interest of air travel and our own personal safety, that field should be encouraged by every one of us.

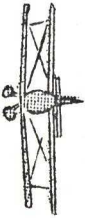


At the N.A.A.-Portland Chapter Hangar dance given at Swan Island Airport on April 29th, the engagement of Polly Potter and Carl Forsstrom, Chief Instructor of Pargon Flying Service, was made known. Lieutenant Lawrence Hickam, President of the Aero Club made the announcement. The wedding will take place "when the depression is over, or else" according to Polly.

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"99" members of this Section are invited to a Hangar Picnic to be given by Portland Chapter - Women's Aeronautic Ass'n at the Watt's Airport, Beaverton, Oregon, on May 18th at six o'clock. The W.A.A. parties always attract a crowd but the Hangar at Watt's Airport will hold them as it has space for 40 ships. There is also a lighted field.



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"I FLY WITH WOMEN PILOTS" says Mrs. G. E. Watts, president of Portland's Women's Aeronautic Association, and tells us why in the following article:

"Aren't you afraid to fly with a woman pilot?" a friend inquired as I recounted my experience on a flight taken with one of the gentler sex at the controls.

"On the contrary" I replied "there are some qualifications of women flyers that are more to my liking than those of the male contingent."

There are certain feminine traits that are desirable for a flyer. Women are naturally more thorough than men, and usually more painstaking. The average woman is more cautious than a man. Some may call it timidity, but it is something which has been developed in woman by the sheltered, dependent life she has led for generations, and it stands her in good stead when piloting a plane. She is not apt to take chances either with herself or with a passenger that many men will take. The safe course is her course.

There is an unjust prejudice against women in competition with men in all lines, but aviation is in a class by itself in that women pilots are governed by the same Department of Commerce rules that govern men pilots. Anyone who takes to the air in a plane bearing a government license, flown by a licensed transport pilot need not be concerned as to whether the pilot is a man or woman. The Department of Commerce rules are

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very stringent and MUST be adhered to. The Pilot's license is at stake, as well as the license of the ship.

Splendid protection is given the "flying" public by the Department of Commerce Rules mentioned above, and it is the consciousness of this protection which affords me ease and enjoyment on my flights, be they with man or woman. I consider the human element the same.

The joy of the skies overshadows any doubts or fears when I go winging. Here's to the courageous girls who have dared and conquered against odds, the pioneers of feminine wings — the women who soar!

