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THE NINETY-NINER

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Transport Pilot, Year of 1928

Although she did not fly a transport on regular schedule, Edith Foltz, Oregon's first woman pilot and the fifth woman in this country to hold a transport license, did - and as far back as 1928 - co-pilot on charter trips for a western airline; and is thus the first woman not in name only transport pilot. Her story in answer to an inquiry is best as she tells it herself:

"In the fall of 1928 I had my first opportunity to fly as a co-pilot on a tri-motored Bach on the West Coast Air Transport line, which operated between Seattle and San Francisco. I wasn't on the payroll then and didn't make so many trips, but just went when I was invited by one of the pilots. You see, I owned an OX5 Eaglerock and soloed it in one hour and 50 minutes, but that didn't mean that I knew all about flying. So the pilots on this line took turn about giving me instruction. A woman flying alone in this Northwest country was quite a novelty then, and at first these pilots, all former Army pilots, flew with me out of curiosity, thinking it impossible for a woman to fly decently. But after flying a while with me they decided that maybe I would be a pretty good pilot with more instruction. So they proceeded to see that I got it.

"Finally the chief pilot on the airline said that I handled the Bach as well as any of the co-pilots and that I could be his special co-pilot, that is, go with him on charter trips. Then Western Air Express bought the line and I thought I would lose out, but no, they retained me for charter trips. I got around 70 hours on Bachs and Fokkers and a few on Fords before Western Air sold out the line to United. I must say that the argument most companies put up about hiring a woman flier is that the women passengers wouldn't trust another woman. But I used to ask the women who were our passengers how they felt about me and they all seemed pleased. So there you are."

Down into Mexico

Always I have been keen to visit Mexico City. We decided to add to our enjoyment of the trip by taking air transportation. Leaving San Diego at 4:35 p.m. via Phoenix and El Paso one can reach Mexico City at 5 p.m. Aerovia's Centrales S.A. is a branch of Pan-American and had not yet been open ten days when we bought out tickets in El Paso. The agent told that we were the first ticket-buying passengers and was quite in a "tizzy" about what seemed to us a simple operation. We were to have some of the military on board, he said, but there were no further reservations. So it proved. Two pilots and the radio operator made up the crew and did everything possible for our comfort and pleasure.

The flight was very interesting - long reaches of desert and a rare water-course with its green cultivation and stippled 'dobe ranches and corrals. Chihuahua was a joy to the eye. We followed hard on the last of the rains and ever the desert seemed less parched. As far as Torreon, where we stopped an hour for lunch and refuelling, the air was comparatively gentle. Leaving there at the most air-spirited time of day, we took a fine bucking as far as Leon. From this town to Mexico City I've seldom seen such gorgeous and dramatic landscape. Emerald green fields, ruddy villages, saw-toothed mountainous ramparts, hacien-das and churches - some ruined in part with trees lifting their branches from a ruined nave, some gleaming with sunlight on the colored tiles of the belfry. I enjoyed every minute of the last two hours, though I was glad enough to reach the end of the airway.

I admit I think that 5 hours is the ideal length for a "long" flight - based solely on comfort. As to safety, my maid vouchsafed this amusing comment on my return: "Miss Bradley, I was so scared for you taking that awful flight to Mexico City, but then when I got knocked out riding to town in the street car while you were away and your sister was smashed up in the automobile, I began to think maybe there was a lot to be said for airplanes." Mary Linda Bradley, of Connecticut, Arizona and California, who employed the first woman air chauffeur-Marie C. Graham on her Curtiss Robin and later won her own private license which has lapsed, but only temporarily.

To Date Data on Women Pilots (617 Total - 59 T - 41 LC - 1 I - 516 Pr)

Last month's total of 612 has been augmented by 5 new privates and one former private-Alice C. Hirschman of Grosse Point Park, Mich., has gone L.C. The new privates are: Edith Boydston Clark, Los Angeles; Ruth L. Stewart, Santa Monica (Calif)-- Lottie Louise Derby, Fayetteville; Dorothy Speas, Winston-Salem (N.C.)-- Cecile Moots Allen, whose mailing address is Montpelier, Vt., and whose job takes her traveling over New England and New York, has held her license for some time, but through some slip-up it had not been recorded for our list.

The requirement, according to a recent ruling, for the new private pilot's license will be 50 solo hours, except where an applicant is a graduate of an approved school, in which case the requirement will be a total of 40 hours of which 15 hours of dual and check time may be credited to solo time. A new license known as a Solo Pilot's license has been provided. Full details, as well as on the reduction in medical fees may be secured from the Aeronautics Branch, Department of Commerce.

News Notes

Among the record breakers of 1932 invited as honor guests at a reception and ball by the Aero Club of Washington, D.C., were 5 women: Amelia Earhart, May T. Haizlip, Louise Thaden, Frances Marsalis, and Ruth Nichols.... Marguerite P. Drew, pioneer woman pilot of Hawaii and 99 charter member, is in San Francisco on a year's leave of absence from her duties as educational councillor at McKinley High School in Honolulu.... Helen Marie Boyd, private pilot and secretary to an official of American Airways, Inc., has been transferred from their Cleveland office to Newark, N.J. Airport.... The name and emblem of 99 appears among those on the testimonial parchment and plaque recently presented to Major John Berry, former manager of Cleveland Airport.... Mary Nicholson spoke on "The Tar Heel Woman Conquerors of the Air" in connection with North Carolina State Business Women's Week.... Ruth Elder, who is Vice President and Sales Representative for James E. Granger, Inc., Santa Monica, Calif., recently spoke over KEAC in Los Angeles. Gladys O'Donnell followed her on their next regular Monday night program called "Sky Doings", which had previously been devoted to men only.... California 99's flew up to Reno in a six ship formation in connection with the movie "The White Sister." Gladys O'Donnell was the only woman pilot actually in the picture, and his director reported that he was more pleased with her flying than with that of any two of the men. Three days later the group flew back in a tight formation all the way and landed in formation. The ships were painted like the Italian Army ships and aroused a lot of curiosity every time they circled over a town. Machine guns (made of wood) were mounted on each ship and they were a menacing looking flock taken all in all.... Fay Gillis, according to a United Press report, has begun a series of lectures at Aviation Institute in Moscow in which she will dwell especially on American techniques in aviation. The sight of this young American girl expounding before a hall full of Soviet airmen was one of the most striking in connection with the 10th anniversary of civil aviation in the Soviet Union.... Three Los Angeles fledglings: Gayle Stewart, teacher; Della Lawhorn, secretary; Juanita Bolish, cashier, all soloed on the same day recently, and all three plan to go up for their license tests on the same day.

Recent Reading Matter: The Sportsman-Pilot for February has an interesting-to mind and eye-article by Fay Gillis called "Looking Down on the USSR.... In their Who's Who column for February and March, respectively, The Pilot has write-ups on Manila Davis of New York and Margaret Murphy of Los Angeles.... Each month the Sportsman Pilot has a column by Margaretta Manning Byers, aviation and advertising writer, called "Of Pilots and Personalities".... Elsa Gardner's "Digest of Technical Articles from Foreign Publications" has long been a feature of Aero Digest.... A review of a book by that indomitable woman explorer Annie Peck appears in U.S. Air Services for March. It makes her book "Flying Over South America" (Houghton-Mifflin, N.Y.) sound well worth a reading.

ABOUT THE NINETY-NINES

National Meeting

The National Air Races will be held in Los Angeles, July 1-2-3-4, according to press reports. The annual 99 meeting will probably be held, then, in Los Angeles on Monday, July 3. It usually comes in September but should be pushed forward automatically in keeping with the date of the National Air Races as there is no other way of getting

such a large number of the girls together at one time. Details of plans now being discussed will be announced later in The Ninety-Niner.

Active Members of 99*

Mary C. Alexander, Va.	Transport	Katherine G. Case, Calif.	Private
Mary L. Alexander, Calif.	Private	Carson, Lillian F., Ore.	Private
Irene Adamson, Nebr.	Private	Gertrude Chapman, Calif.	Private
Cecile Moots Allen, Vt.	Private	Mary Charles, Calif.	Private
Jean Allen, Calif.	Private	Mildred Chase, Mass.	Private
Lillian Anderson, Calif.	Private	Edith B. Clark, Calif.	Private
		Marion Clark, Md.	Private
Erna C. Bach, Calif.	Transport	Helen Clegg, Pa.	Private
Mary B. Bacon, Mass.	Private	Margaret Cooper, Calif.	Transport
Frances Baker, Calif.	Private	Lockhart Cortright, Pa.	L.C.
Helen Ball, Pa.	Private	Viola E. Curley, Calif.	Private
Pauline Barden, Calif.	Private	Alice E. Cross, Calif.	Private
Florence L. Barnes, Calif.	Transport	Edna Crumrine, Calif.	Private
Wilma Beal, Calif.	Private		
Gene Benson, N.C.	Private	Alma Arlene Davis, O.	Private
Edith J. Bornson, Mass.	Private	Manila Davis, N.Y.	Private
Esther W. Dilstad, Wis.	Private	Edith Descomb, Conn.	Private
Bernice Blake, N.H.	L.C.	Rachel Donnell, Calif.	Transport
Ione Bodley, Mo.	Private	Nancy Drake, Calif.	Private
Pansy Bowen, Calif.	Private	Leona M. Dugelar, Mich.	Private
Marguerite E. Bowman, Calif.	Private	Maxine Dunlop, Calif.	Private
Janet Z. Briggs, Calif.	Private		
Mabel B. Britton, Mich.	Transport	*Space limits demand that the list be published alphabetically-piecemeal. Any corrections noted, will be gratefully received.	
Margery H. Brown, N.Y.	Private		
Myrtle Brown, Dela.	Transport		

A Notice from the National Secretary-Treasurer - "On or about May 1st a report of memberships received will be mailed to the Governors so that they may send their section's report to date to the Secretary. The two reports should agree absolutely. Along with the report from the Secretary will go a check for moneys received for memberships which are due the respective section. Following this May 1st report each Governor is asked to keep her records up to date as there will be no more checks mailed to them until the national meeting. It is especially important at this time that all Governors check with their members with regard to unpaid DUES, and that members whose names do not appear on the list as published pay up promptly. Governors should advise members when accepting their applications that dues from all new members will again be due in September 1933 and not as of date received.

"Another important situation which we are now facing is the mailing in of checks. Governors, know your local bank situation first so that the 99 account will not be jeopardized by checks that call for only 5%, as is the case in some states and cities. Help your organization protect its account. And please do not ask your Secretary for credit. In other words, renewals and new memberships must be accompanied by check, money order or currency (registered)." Signed: Lauretta M. Schimmoler

Membership

New members, as of February 27, are Edith M. Lawson, Portland, Ore. (Northwestern Sec.); Madaline D. Johnson, Atlanta, Ga., (Southeastern Sec.); Alma Arlene Davis, Cleveland, O.; Harriett J. Hibbard, Wauwatosa, Wis. (North Central Sec.); Margaret Lewis, Los Angeles, Calif. (Southwestern Sec.)

M.B. Solo pilots under the new license change will be qualified for membership in 99.

How to Buy 99 Stationery

A box of the stationery bearing the 99 insignia in blue may be secured by sending \$1.75 to Amelia Earhart, Rye, N.Y.; or to Lauretta M. Schimmoler, Hotel Westlake, Cleveland, O. Stevenson & Foster of Pittsburgh, have been paid to make up a store out of the club treasury and each order means that the club is automatically reimbursed in that amount toward its expenditure for the total supply.

Sectional News

Southwestern Section: The Los Angeles Chapter will give a benefit entertainment at the Richfield Building on March 25 to start a fund for the club. This fund will be set aside for the use of 99ers who need money to keep up their pilots' licenses. Loans will be made to any mem-

ber of the chapter for this purpose. Rehearsals are under way and an excellent entertainment is promised the sold-out-in-advance house. The chapter hopes that the precedent established by this performance will be followed by other chapters of the section in the interest of a fund

for the girls who are unable to maintain their licenses.....At the February dinner-meeting of the L.A. Chapter it was decided to participate in the Bakersfield Air Meet on May 7. The 99 Club will hold its statewide meeting at Bakersfield at that time and arrangements will be made for a banquet the night preceding the air show. Those girls who fly to Bakersfield and take part were offered gas, oil and hotel expenses by sponsors of the meet....It was decided at the meeting that a different volunteer should donate her services in supplying the entertainment for future meetings of the chapter. The March meeting will be postponed due to other activities under way. Gladys O'Donnell and Clema Granger will be in charge of the April and May meetings, respectively....The Southwestern section has formed three committees. The Parliamentary Committee, Elizabeth Hayward, chairman, has drawn up a constitution and is now in the process of forming by-laws. The Hospitality and Entertainment Committee will supervise entertainments and also act as reception committee for visiting girl pilots. Esther Jones is chairman and Wilma Beal is her assistant. The Publicity Committee is busy bringing the 99 Club into print. Kathryn Harkness is chairman and Genevieve Haugen editor. Miss Haugen edits a page in The Pilot, known as "Doings of the Ninety-Nines", sends news to Western Flying and hopes to contact the newspapers next.....Elizabeth Hayward has been appointed Chairman of the Los Angeles Chapter and will hereafter conduct its meetings in place of Margaret Cooper who will devote her activities to sectional affairs only as governor of the Section.

The New York-New Jersey section's meeting on March 11 was well attended. The National President presided over the gathering held at the home of Betty Huyler Gillies in Garden City, L.I. Samples of the coveralls suggested as a flying outfit for 99's were on exhibition. Frances Harrell, Governor, who acted as hostess, appointed Novetah Holmes, 1077 E. Jersey St., Elizabeth, N.J., as sectional reporter for The Ninety-Niner and in charge of publicity for the section, and members present or otherwise were urged to keep her in touch with all news events. A committee, with Ruth Nichols as chairman, was appointed on the question of relief, and the question of an employment exchange was favorably discussed....Plans for a 99 Invitation All Woman's Race on the 30th of May from Floyd Bennett Field to Valley Stream and return were approved. The same race was flown last year also on the afternoon of the Floyd Bennett memorial ceremonies and proved very successful. The ships are staggered according to speed and the first ship back wins. Annette Gipson, sponsor of the race, announced that it will have N.A.A. sanction and that three cash prizes totaling several hundred dollars as well as a number of other prizes, such as furs, perfumes and so will be awarded to the winners. Information as to entering the race may be secured from Miss Gipson at 5 Prospect Place, N.Y. City.

The Southeastern Section held its first meeting at Winston-Salem, N.S., at the local airport, with Mary W. Nicholson, Governor, Gene Benson, Leah Zeigler and Dorothy Speas present.

About The Ninety-Niner

From Louise Thaden, 99 Vice President, comes the suggestion that subscriptions for The Ninety-Niner be taken at sectional meetings. If some one member were delegated regularly to accept subscriptions as well as names of those persons who would like to receive sample copies- either members or others who seem to have the earmarks of prospective subscribers- the subscription list should grow by leaps and bounds and with it the possibility of building up a bigger and better Ninety-Niner and relieving the present space stringency situation. Don't forget to send in your own dollar by the next mail if you haven't yet sent it.

Again may we urge sectional reporters, members, readers, to send in news about new pilots as well as changes in rating as soon as it breaks or at least by the next 12th of the month which is the closing date. Let's get this news into the bulletin while it's NEWS.

Next month, if space permits, the series on women's records will be resumed with speed records. If you have any data to submit on the subject please send it in. Incidentally the altitude records account failed to include Ruth Nichols' American Altitude record for Diesel engine-powered aircraft. Next month, also, we plan to begin a series on jobs for women in aviation, as each mail brings news of interest on the subject.