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THE NINETY-NINER

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Three Chinese Women Fliers

One of them learned in Portland, Oregon, and ran an elevator to pay for her flying lessons; a second learned in Los Angeles and the third flies in good old conservative Boston.

Hazel Ying Lee is American-born. She served as an elevator operator in a department store in Portland while she learned to fly. According to newspaper accounts, she finds aerial acrobatics particularly fascinating and has had thorough instruction in loops, rolls, spins, wingovers, etc. She left for China recently planning to make every effort to convert Chinese women to the absorbing joys of manipulating a control stick.

Katherine Sui Fun Cheung was born in southern China and came to Los Angeles 8 years ago at the age of 16. There she attended a private college and studied at the Los Angeles Conservatory of Music. Through an aviator friend she became interested in flying and won her private license in March 1932. She now has over 50 hours solo and is the only woman member of the Chinese Aeronautical Research Association. This fall she plans to return to China and commercialize on her flying by organizing a flying club in Shanghai and also by carrying passengers. She, like Miss Ying Lee, wishes particularly to interest girls all over China in aviation. She is now studying Pekinese Chinese at night school as she understands only Cantonese.

Rose Lok is the third Chinese woman pilot. She flies at Boston Airport and belongs to the Chinese Patriotic Flying Corps which is training Chinese pilots possibly for action against the Japanese. Details as to her plans are lacking at this time but nine chances out of ten it won't be long before women of China will be learning about flying from her... also.

National Air Races, 1933

A grand parade from the City Hall to Los Angeles Municipal Airport opened the races. The 99 Club float - an airplane mounted high above a trailer and carrying as pilot Edna Crumrine - won first prize. There were some half dozen other automobiles in the parade all carrying women pilots dressed in white flying togs. The 99's won enthusiastic applause from the thousands of spectators both downtown and at the airport.

And other thousands of interested spectators on the other side of the continent gathered at Floyd Bennett Field on the night of the same day to see Amelia Earhart and Ruth Nichols take off in the Bendix Trophy Race. The women were scheduled to start at midnight six hours before the men who all had faster ships. Vincent Bendix had posted a special prize of \$2500 for the woman winner. It was the first time that women had come forth to enter this annual trans-continent speed dash and interest in the event ran high. Then Ruth Nichols' motor balked and was not ready to start at the time set. Miss Earhart waited until 3 o'clock and left, but said she would insist her competitor receive credit for elapsed time rather than for arriving on the afternoon of the 1st of July, whenever she got away. But Miss Earhart was forced herself to withdraw from the race after refueling at St. Louis due to gas fumes in the cockpit which almost made her unconscious, in the same way as they affected Russell Thaw, one of the male entries, and necessitated her landing at Wichita. And Miss Nichols, who got off on the 3d had to drop out of the race at Wichita also because her motor continued to balk.

Amelia Earhart arrived at the races on the second day and was mobbed at the grandstand. On the third the first woman took to the air. Marty Bowman, flying a Gee Bee Sportster, set a mark of 193 m.p.h. in the Shell Speed Dash.

The Aerol Trophy unlimited power race was flown on the 4th, but only after the qualifying speed had been lowered from 175 m.p.h. to 150. Even then only 4 entrants could be obtained. May Haizlip, holder of the woman's speed record, won the trophy and first prize in a Wedell-Williams ship. Marty Bowman won second prize in a Gee Bee; Gladys O'Donnell third prize in her taper-wing Waco and Henrietta Sumner fourth prize in her J-5

section. All 99's, as well as all women pilots who knew her, consider her death a great loss.

To Date Data on Women Pilots (Total 600 -- 63 Transport -- 43 Limited Commercial - 1 Industrial - 493 Private and Solo

News of all private licenses reclassified, as well as other license changes and new licenses will be welcomed for this department.

One lapsed license, 1 pilot off the list and 2 new pilots keep the total at 600, although there are undoubtedly more newly licensed woman fliers this July as there have been in Julys gone by. Laura L. Sharpless of New York City has qualified for a full private license and Downie Tepsic of Pittsburgh passed her flying test recently. (Word as to the class of her license has not been received) Viola Gentry of Brooklyn and Gertrude C. Toomey of Providence, R.I., are among those pilots who have qualified as re-classified privates.

Flying News Notes

Edith Foltz, Transport of Portland, Ore., represented the woman fliers at the inventors' meet at the Century of Progress Exposition at Chicago. Everything from thousand h.p. motors to kitchen utensils was on display. Mrs. Foltz' combination changeable skirt, jacket and knickers useful in flying and motoring, which is called the Foltz-up suit won 4th prize at the meet....Two flying mother-and-daughter combinations came to light recently. Lorraine Bowman, young daughter of Marty Bowman of Hollywood, Calif., made her first solo flight in June. And in Providence, R.I., Mrs. Lena Toomey and her daughter Gertrude fly everywhere together in Gertrude's Kitty-Hawk. Miss Toomey is a private pilot and Mrs. Toomey is well on the way toward getting her pilot's license.....Janet Z. Briggs, private pilot from Northern California and a graduate in engineering from Stanford University, has won a scholarship and will leave immediately to continue her studies in Vienna....Mary Elizabeth Owens of Fort Worth, Texas, completed her tests last week and received her parachute rigger's license. She is probably the first woman to hold this license. Miss Owens has also just made her 5th parachute jump and likes 'chuting as well as flying, which coming from a transport pilot is anything but faint praise....Jean La Rene, Transport of Dallas, Texas, carried 191 passengers on local hops out of Love Field during the month of June....Dorothy Pressler of Oklahoma City has resigned as secretary of the Oklahoma Aviation Corp., and is now selling and demonstrating airplanes with Hardy Young, Inc. She is Oklahoma's only woman transport pilot....Helen Johnson of Brownsville, Texas, recently purchased a KR-34 and is building up time for her transport....On Sunday June 25, the "Ariwa" Club (Advancing R.I. Womens' Aviation) held open house at the R.I. State Airport. At 4 o'clock Edna Gardner, Rhode Island's sole woman transport, gave a fine exhibition of acrobatics....Ruth Nichols, Transport of Rye, N.Y., was in charge of the aviation round table at the series of occupational round tables conducted by the National Council of Women at the International Congress of Women at the Chicago fair during July....Mrs. Ulysses Grant McQueen, woman's editor for Speed magazine came East from California to cover the take-off of the 2 women in the Bendix Race; thence to Chicago to attend the annual meeting of the Woman's National Aeronautical Association and serve as toastmistress at the convention banquet; as well as to attend meetings of the International Congress of Women....Amelia Earhart flew the "family bus" to the Chicago fair recently taking along her husband, G.P. Putnam, his twelve-year-old son and a young woman neighbor....Four women transports, Louise Thaden, Frances Marsalis, Edith Foltz and Betty Gillies, as well as Elvy Kalep who holds a German flying license recently went up to Rye for some ground flying at the home of Transport Amelia Earhart. Isabel Ebel, a graduate of Massachusetts Institute of Technology in Aeronautical Engineering was present also....Phyllis Penfield of Palo Alto, Calif., Solo Pilot, is visiting her parents at Victoria, B.C....Louise Thaden, Transport, formerly of Baltimore, has moved to Kansas City where her husband, Herbert V., has an engineering assignment with T.W.A....Emma C. Encinas of Mexico City put in some strenuous hours as pilot and observer on search flights with the National Air Force looking for the Spanish fliers, Barberan and Collar....Fay Gillis, of the Middle West, New York and Russia, will meet Wiley Post at Nobo Sibirsk on his solo round the world flight, which began exactly this morning according to latest advices from Frances Marsalis who sat in at the take-off together with Mrs. Wiley (Mae) Post. Miss Gillis will take charge of servicing his plane at Nobo Sibirsk while he sleeps and make all arrangements with the soviet authorities. She will accompany Post on the next leg of the

flight, a 2,250-mile hop to Khabarovsk, where she will again supervise refueling. Her passenger's seat in the Winnie Mae will be located behind the huge gas tanks in the tail of the ship. We're glad Fay is to have the trip, comfortably or no. But on the other hand it seems rather handy for one of our globe-circling male pilots to have a bona fide American lady pilot right on tap to do his jabbering in Russian for him.

ABOUT THE NINETY-NINES

A Report on the 4th Annual Meeting

Fifty-one members attended the banquet meeting at the Grand Hotel in Santa Monica, Calif., on July 3d. This is the largest meeting of 99's on record. All the national officers were present -- Amelia Earhart, president, who flew in from New York; Louise Thaden, vice president, from Kansas City; and Laretta Schimmoler, secretary-treasurer, from Bucyrus, Ohio. Other members who flew in from distant points were May Haizlip from St. Louis, Peggy Remy from New York and Clara Livingston, who flew solo all the way from Porto Rico! Edith Lawson flew in from Portland, Ore., but was unable to attend the meeting.

Other members present were; Margaret Cooper, governor of the Southwestern Section, Ruth Elder, Gladys O'Donnell, Clema Granger, Florence L. Barnes, Genevieve Haugen, Madeline Royle, Maude Miller, Edna Crumrine, Kay Van Doozer, Suzanne Williams, Harriett Isaacson, Valentine Sprague, Myrtle Mims, Jean Stuart, Georgialee McGaffey, Elliotte Roberts, Achsa Peacock, Esther Jones, Eileen Curley, Ruth Marshall, Hilda Jarmuth, Ruth Mertens, Dr. Rachel Donnell, Grace Prescott, Melba Gorby, Evelyn Finster, Katherine Smith, Viola Neal, Ethel Sheehy, Maxine Dunlap, Ruth Stewart, Elizabeth Hayward, Katherine Sui Fun Cheung, Afton Lewis, Mary Alexander, Marjory Hook, Edith Clark, Mildred Rose, Pansy Bowen, Peggy Vining, Leila Heffner, Mary Williams.

An official report of the business session will go out to members from the secretary-treasurer.

Laretta Schimmoler's little cousin entertained the girls during dinner with some clever songs and dances.

Reported by Genevieve Haugen

Sectional News

The New England Section held 2 meetings in June at Muller's Field, Revere, Mass. The first, on June 17, with 10 members present, was postponed until June 24 because some of the girls flying in were unable to get there on account of thunder storms. Those present agreed to be at the field again on the following Saturday. The girls who flew in then were Edna Gardner, Newport, R.I., Maude Tait, governor, Springfield, Mass., and Louise Brown Sisson of Providence. Others present were Dolly Bernson (manager of Muller's Field) Mary Bacon, Brookline, Mass., Mildred Chase, Chelsea, Mass., Lorraine Frankland, Newton, Mass., Margaret Kimball, Lexington, Mass., Anita Purinton, Providence. Mildred H. Chase, Sectional Reporter

New York-New Jersey Section. The 99 Roller Skating Party at Hangar 21, Roosevelt Field, on June 16 was such a success that a repeat affair was promised by request. Betty Gillies, chairman of the arrangement committee, assisted by Frances Marsalis and other 99's did a noble job. Amelia Earhart headed the reception committee. Her blue trouser skating outfit was easily the most attractive costume on the floor... Many prominent fliers were among the guests, including Wiley Post, Bill Winston and N.E.A.'s popular Earl Southee. The Department of Commerce was there in full force &c. "Sandy" Willetts, Jack Moran and "Dome" Harwood... Each pilot of roller skates who spun in received a decoration in the form of a silly hat, a comic picture and such like. The original posters and clever caricatures of Elvy Kalep, 99 artist-pilot from Estonia, were a feature of the evening.... Swanee Taylor acted as master of ceremonies... About 15 members of 99 were present.

The repeat 99 benefit skating party on July 13 was equally successful and a shade more hilarious, since the first prize to the best gentleman skater was a life-sized and most authentic cretonne cow and its winner had to milk her on the spot. The prize for the best lady skater was a small elephant. Incidentally the New York doctor who won her did a very "professional" job of extracting Borden's Grade A from the prize cow.... Betty Gillies and Frances Marsalis were again in charge of arrangements and Elvy Kalep's posters and sketches were as decorative and amusing as ever.

About the Ninety-Niner. It isn't necessary to be a 99 or even a woman pilot to subscribe. If you would like to receive the Ninety-Niner regularly put a dollar in an envelope and mail it to Rm. 901, 411 Fifth Ave., N.Y. City