

The



er

August 1934

Vol. I, No. 10



Edna Marvel Gardner, R. N. Transport Pilot No. 20,000  
(See Page 3)

A MAGAZINE ABOUT WOMEN AND FLYING





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Above, you see Dr. J. D. Brock, of Kansas City, with his two WACO airplanes.

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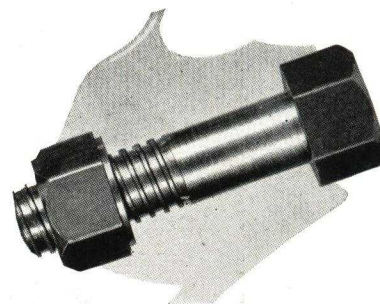
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## THIS MONTH'S COVER

After seven hours a day teaching Navy Hospital Corpsmen at the U. S. Naval Hospital, Washington, D. C., the do's and don'ts of nursing, Edna Marvel Gardner, a registered nurse in the U. S. Navy Nurse Corps, spends the rest of her daylight hours teaching boys and girls to fly at Washington airports.

Miss Gardner, who holds transport pilot's license No. 20,000, first took time in an OX-5 Jenny at Renton Field, Seattle, Washington. During two years at the University of Wisconsin, she spent her allowance on flying lessons despite the strenuous objections of her parents. After three year's training she was appointed a nurse in the U. S. Navy Nurse Corps. She obtained her private pilot's license at Waukegan, Ill., and after being transferred to duty at the U. S. Naval Hospital at Newport, R. I., obtained her transport at Providence in 1932.

Edna Gardner's seventh plane, an Aristocrat J6-5, has recently been completely rebuilt and refinished, and it was in this ship that she has placed first in four races this season. Miss Gardner says she prefers teaching flying to racing, and still maintains that nursing is her profession and flying just a hobby.



Left to right: Marie Shoda, Kikuko Matsumoto, Margery Brown, Choko Mabuchi, all pilots. Place: Tokyo, Japan.

Six women hold 2nd class (50 hour) licenses to fly in Japan. Margery Brown, 99er Roving Reporter, promises to send an article soon on aviation in Japan.

## WINGS FOR SOUTH AMERICAN WOMEN

When Hermalinda U. Briones of Ecuador passed the test for her private pilot's license she gave wings to all of us, says Margarita Robles de Mondoza, noted Spanish-American writer. A committee has been formed to raise funds to buy a ship for Mrs. Briones to fly from New York to Ecuador. Meantime the first South American woman to win a flying license is acquiring more flying experience and also traveling from New York to Paterson, N. J., every day to study airplane engines at the Wright plant. She is the first woman ever admitted to this special course in engine mechanics.

## AE'S CONTEST WINNER

Frances Harrell Marsalis, New York Transport, won the hat for June in the Amelia Earhart Hat-a-Month contest with 15 airports. The girl who lands at the most airports wins the hat. Frances can remember offhand 8 other airports which she was in and out of during June but at which she couldn't locate an official contest blank signer.



## THE 99er—A MONTHLY MAGAZINE ABOUT WOMEN AND FLYING

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## THAT AIR FUN

By LOUISE THADEN

Helen Richey says that she has had more *funny* things happen to her, except that when she goes to write about them they don't sound funny at all. Break loose Helen and let's see.

A. E. has been seen flying X-country a la open cockpit Waco (not an advertisement) minus helmet and goggles. Unfortunately there was rain, and when A. E. landed at Pittsburgh 'tis said her hair, which is unruly under excellent conditions, was sticking absolutely straight up. We suspect it took many diligent applications of something or other to gain control.

Joan Shankle of Tubac, Arizona, writes, "Just received my copy of the 99er and noted your request for an honest-to-goodness forced landing. I am knocking on wood with one hand and typewriting with the other for I have never had one, unless you could call that one in the Derby going into Amarillo one. I did not get the shakes 'till four a. m. the next morning." Yeah, I'd call that one. The wire from the stabilizer to the vertical fin busted, and Joan manoeuvred down in a field, jerked strands and strands of wire off fences, hooked the two control surfaces together again and flew on in to Amarillo. I haven't figured yet why the fence wire held, and if it hadn't there would have been one less Stearman in the world, and maybe one more wife-less husband.

Then there was the time Ruth Nichols was looking too intently from one side of the cockpit, and landed on a steam roller at the Columbus airport. The steam roller and Ruth escaped unscratched, but her Rearwin had to go to the hospital for major repairs. And Amelia landing on the main drag of a little town in New Mexico or was it Texas?

Herb and I have also been in the embarrassing situation of landing upside down on a golf course when the vertical fin let go and jammed the rudder too. (Note, Herb was flying.)

## THE 99ER SHRINKS

Because an advertiser disappointed us at the last minute on a page ad, it becomes necessary this month to go back again to a 12-page size. It's the first step backward we've been forced to take. And unless readers, 99 or otherwise, get actively busy and help us sell advertisements and subscriptions, we'll have to do a lot more shrinking right away.

We have been reluctantly compelled to omit some very fine material and pictures this time. Here's hoping business picks up sufficiently during August so that our September issue may be more sizable.



## PRIVATE PILOT

NO. 28141



A woman may fly an airplane, run a foursome household, including a husband, a son, a daughter and herself, and create a silver porringer all in the course of a week's routine.

Louise B. Sisson (Mrs. Arthur C.) of Edgewood, R. I., has also designed hooked rugs, chair seats, etc., and sold them. Recently

some of her silver candlesticks—which according to an art critic were so “perfect in line and shape . . . that one would think they were wrought by no less a craftsman than Paul Revere, the speedy silversmith of great renown”—as well as two porringers, a fruit bowl, sugar tongs and delicate handwrought jewelry were on display as part of an exhibition of non-instructed work of members of the Providence Handicraft Club.

Mrs. Sisson recently qualified for her 50-hour private license at Rhode Island State Airport, having previously held amateur rating. She is one of the two Rhode Island women licensed to fly; Gertrude C. Toomey of Providence being the other.

Jonathan Anthony Sisson 2nd, aged 8, and Naomi Louise, aged 6, both like to go flying, and Naomi insists that she will own a plane some day. Their father gets a big thrill out of his wife's flying and is constantly encouraging her to “go on,” although he “isn't very keen on flying himself.” Next to flying as a sport this wife-mother-artcraftsman likes swimming and horse back riding.

### 99er Readers Asked To Help Determine Future Course of American Air Policy

The scope of the inquiry which the Federal Aviation Commission, recently named by the President, is directed by law to make extends over the whole future development of air policy and of the relation of the government and its actions to all phases of aviation.

This commission extends through *The 99er* an invitation to everyone who has any information that she or he thinks may be of help to its members in their study to lay such material before it in the form of a statement, supported or accompanied by such documentary or statistical material as it may be possible to provide. Address it to: Federal Aviation Commission, Room 5044, Commerce Building, Washington.

Clark Howell, Atlanta publisher, is the chairman and Edward P. Warner, former Assistant Secretary of the Navy for Aeronautics, has been granted

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a leave of absence from his post as editor of *Aviation Magazine* to give full time to vice chairmanship of the commission. Other members are Franklin K. Lane, Jr., Albert J. Berres of Los Angeles, Jerome C. Hunsaker, Zeppelin of Akron, and J. Carroll Cone, Assistant Director of Air Commerce, who is serving as executive secretary.

### FLYING NEWS

Mary Nicholson of Greensboro, N. C., passed her transport license test during the course of the recent North Carolina Educational Air Tour. Her  
(Continued on page 10)



# IT'S THRIFTY TO FLY



Pilot Amy Andrews of New York, who has kept accurate track of every penny spent, counted up the cost, wrote off the credits, and came through with some interesting figures which prove that an airplane is anything but a "Costly Social Trifle" as it was called in a newspaper headline recently.

And her contention that \$450 a month for hangar and flying expenses—as quoted by one husband on his wife's plane in the newspaper story that went with the headline—is "away off" is borne out by the neat rows of figures in the expense account book which she has kept on her 4-place Stinson Reliant with a 215 horsepower Lycoming engine.

The highest monthly bill she ever received was for \$150 and this included not only gas, oil and \$35 monthly hangar rental, but during that month she had a lot of extra service work done. Last month's bill which is more representative, came to less than \$150 and stacks up very nicely as against the 24½ hours of time and 2,600 miles she flew during the month.

Her total expenses for some 20,000 miles of flying during 10 months of plane ownership came to \$1,574.98. This includes the cost of a new propeller and reconditioning service as well as the routine expenses for fuel, hangaring and motor checks. The expenses break down into the following items:

Gas and oil .....	\$ 852.35
Rent at \$35 a month, and transient and dead storage rates .....	291.95
Motor check inspections .....	138.90
Parts and repairs .....	115.69
Extras, including a spare propeller, tractor, maps, etc. ....	176.09
<b>Total .....</b>	<b>\$1,574.98</b>

Insurance at \$200, brings this figure up to \$1,774.98 or say to \$178 a month, including everything, or much less than half the extravagant monthly figure cited above.

This total divided by 225 hour's flying time on the ship—would put the cost at \$7.91 per hour. However, it would seem only right and proper to deduct credits totalling \$1,585.17 here, which would set the actual cost at \$194.29 or less than a dollar an hour, exclusive of investment. Taking into consideration depreciation at time of sale (she recently sold her 1st ship and bought a brand new Stinson R) her flying time cost her about \$5.75 per hour.

Under credits Miss Andrews lists: refunds on gasoline slips, fuel expense shares paid by other pilots who flew with her on trips and what it would have cost her had she made the same trips by train

(which she would have done because she always does a lot of traveling). For example, on a 6,800 mile trip with a pilot from New York through the West and South last summer, the total flying expenses came to \$303 for two persons. The previous summer she had taken a similar trip alone and her traveling expenses amounted to \$500 and she covered less territory than on the air trip. She admits she likes to travel a bit expensively. At any rate she played conservative in writing off only \$400 to the credit of her ship for the trip.

They flew a distance of 6,742 miles, short hops bringing the mileage up to 6,800; consumed 933 gallons of gas and 16½ gallons of oil. Hangar rentals came to \$22.75 at from \$1.00 to \$3.00 a night, the average being \$2.00. Miss Andrews reports that on the entire trip from New York via Chicago, Cheyenne, Salt Lake City, South Dakota, Los Angeles, Tucson, El Paso, San Antonio, New Orleans, Richmond, Washington and New York, she found the cheapest hangar rental at San Jose, Calif., considering that the \$1.00 a night charged included a good hangar, good field, 2 wind socks in line and 6 field markers.

On a recent trip to southwestern Indiana from New York, the expense on the airplane was \$75.00 round trip. The same trip by train and airliner cost \$120 round trip. This with her new Stinson powered with a 245 h. p. Lycoming engine.

In proving the same point—that flying is a thrifty method of travel, Viola Gentry, also of New York, who began flying and making records as long as 1928, has just completed a trip through the Middle West and South.

Two manufacturers, it seems, are considering buying planes for their representatives, but hesitated because they thought the traveling expenses might be prohibitive. Therefore they employed Miss Gentry to make this flight, keep a record of all expenses and report results.

The trip was made in a Curtiss Robin with a Challenger 185 engine, which was equipped with a Crosley Air Romeo radio. Pilot Gentry states that her total of tail winds on the trip came to exactly one, all of the rest being head winds. Nevertheless expenses for fuel and hangar rental came to only \$200.50 for the entire 3,000 mile trip from New York and back with 17 stops, namely, at Williamsport, Pa.; Pittsburgh, Cleveland, Detroit, Chicago, St. Louis, Kansas City, Wichita, Pittsburg, Kan.; Springfield, Mo.; Sudkston, Mo.; Nashville, Chattanooga, Atlanta, Charleston, S. C.; Danville, Va.; Washington, D. C.

Gas consumption was 500 gallons, which at 30 cents comes to \$150; 40 quarts of oil at 40 cents



came to \$16, and 23 nights for hangar rental (including 5 nights at Atlanta and 2 at St. Louis) with one night at other points, came to \$34.50, with a \$1.50 average charge. At one or two places the charge for hangar rental was only 75 cents a night.

So much for two flying budgeteers. The 99er would be happy to receive other flight expense reports for long trips, short trips or by the month over a period of months. We should be able to accumulate a very interesting set of comparative flight expense statistics with the cooperation of 99er readers.

## THE FOURTH ANNUAL INVITATION SEAPLANE CRUISE

By JOHN W. GILLIES, JR.

Boom, Boom! Two guns (really fire crackers) and the Fourth Annual Invitation Seaplane Cruise got under way from the beach of the Sands Points, L. I., Bath Club.

But even as the booming was in progress more seaplanes were arriving for these sportsmen pilots are tardy fellows and hard to get out of bed. The booming wasn't even necessary but Rudolph Loening, the Regatta Committee's affable and exceedingly efficient Chairman, likes fireworks and wouldn't be denied the pleasure.

The route of the cruise lay up the Hudson River to Albany; west along the Barge Canal to Oneida Lake; a 20 mile overland jump to Lake Ontario; along the shores of Ontario to the St. Lawrence, and finally some 35 miles up the St. Lawrence to Wellesley Island and the Thousand Islands Club—a total of 320 miles in all. Seaplanes made stops at Albany and the Syracuse Yacht Club in Oneida Lake for fuel. Amphibians used the Albany and Utica airports as refueling points.

At Wellesley Island we found special moorings waiting for us directly in front of the living quarters; Ed Noble, our host-tobe for three days, on the dock to greet us cocktails on the lawn; a delightful buffet luncheon at the Inn; and everywhere we

(Continued on page 9)



*"Exploring the Upper Atmosphere," by Dorothy Fisk. Oxford University Press. \$1.75.*

99's who recently heard Major Chester Fordney lecture on the Stratosphere Flight of last year will especially enjoy this book. And since attention generally is focussed on the enthralling problems and possibilities of the new balloon flight which may be taking place from the hills of South Dakota as I write, the book is extremely interesting and timely.

The balloon has always been used largely in the service of experiment and observation. I believe the present explorers of our outer frontiers search principally the cosmic rays which may throw more light upon the construction and dissipation of matter and the mystery of the atom.

Beginning with the invention of the balloon, Dorothy Fisk traces its use in obtaining information of those mysterious upper regions. Where we used to talk only of air, we now move with her through troposphere, stratosphere, ozone layer, Heaviside, and last the Appleton Layer, 140 miles high. A chapter on "Projectiles of Space" concerns shooting stars, meteorites, celestial collisions. The Aurora is discussed in "Polar Lights." Written simply for the layman, much timely information is given on these fascinating subjects.

*"Night Flight," by A. de St-Exupery. The Century Company, New York. \$1.75.*

This story, so widely known in its screen version, is far more effective in the original book. The characters are drawn with a delicacy of touch that is lost or perverted on the screen. The author is unquestionably an experienced airman with the imagination of an artist and the artist's gift of expressing sensations only the aviator can know.

MABEL BRITTON.

Lake Merritt, in the center of Oakland, California, wearing its holiday necklace, poses for an aerial photographer.



Contributed by  
Harriet Isaacson.



# RACES-RECORDS

## CLIFF HENDERSON TURNS BACK THE CLOCK

For the first time since 1929 the National Air Races are open to *men pilots only*. Women are invited to cooperate by sitting in the grandstand, unless they feel disposed to try their hand at parachute jumping.

The race officials have chosen to ignore the fact that women at various points throughout the country—more so this year than during any previous year—have consistently proven their ability in closed course racing.

Those in charge of the program chose not only to wash out all "Co-ed Competition" at the 1934 National Air Races, but to schedule no woman's event, not even the Aerol Trophy Race which has been the most important annual woman's race and the only such event in which it was possible for contestants to make an important cash win.



IN THE LAND OF THE SOMALIS

Left to right: Mr. and Mrs. Martin Johnson and their pilot, Vern Carstens.

The 99er has a most interesting letter to the 99 members from Mrs. Johnson (ie. 99 Osa Johnson) with some splendid photographs. Next month we plan to publish this complete.

The Cleveland Pneumatic Tool Company, which formerly contributed the Aerol Trophy and the \$3,000 purse which went with it, are this year sponsoring three Louis Wm. Greve races for men with a total purse of \$5,000.

The reasons for such action are undoubtedly the same as those set forth by Mr. Clifford W. Henderson, managing director, in a letter to C. B. Allen, aviation editor of the New York Herald-Tribune, in connection with a similar action at the Pan-American Air Races at New Orleans.

The first reason given is: "There is no more place for women pilots in the high-speed free-for-all air race game than there is a place for women drivers on the speedway at Indianapolis. Most all of the mature women pilots of the United States with whom I have discussed this subject emphatically concede this to be right."

May we ask Mr. Henderson two questions in this connection: First, since we know rather well most of the women pilots who have arrived at an age of "flying maturity" (which we take it is what Mr. Henderson has in mind) and we can recall none who would "emphatically concede his point," would the race director please be good enough to enumerate the women pilots he has reference to in this connection.

Secondly, Even if there were no place for women pilots in high-speed free-for-all races, would that mean there was no place for them in slower speed races? We note several events in this year's *men pilots only* program for planes with 125 m. p. h. qualifying speed.

Another reason as stated in the aforementioned communication is that "it was necessary to wheedle and beg for entries" in order to hold the Aerol Trophy Race at Los Angeles last year.

Mr. Henderson has evidently forgotten that some 30 women pilots spent many words and minutes urging him to lower the qualifying speed so as to enable women to secure ships with which to enter long before he made that last-minute gesture. It probably also has slipped his mind that we have been having a depression in this country. And it no doubt never has occurred to him that the only way women or men in the past have been able to get the sort of jobs which pay enough money to enable them to own high speed jobs of their own or to convince backers or manufacturers to provide them with ships was by means of the distinction they were able to earn in competitive flying. It's too bad he did not stop to ponder that fact before he arbitrarily barred women from all part in the most important flying competition of the year.

May we ask him to reach back into his memory



and recall the fine showing made in 1929, 1930, 1931 and 1932 by women in closed course events at the National Air Races. It hardly seems logical that he should now feel called upon to act solely on the basis of what happened in 1933.

The race director wound up his pronouncement with: "obviously the unfortunate death of Florence Klingensmith contributed to this decision." One wonders if that was not in the last analysis the whetstone on which Mr. Henderson sharpened the shears wherewith he slashed woman out off the program. In other words wasn't it in spite of all his respective reasons really the immediate excuse on which his move was based?

When Art Page crashed at Chicago in 1930 it never occurred to anyone to suppose there would never be another Thompson Trophy Race. It seems incredible that among those persons who saw Florence Klingensmith do her human most last summer to help prove that women can race as well as men there were not one or more persons who will protest Mr. Henderson's decision and see to it that opportunities are provided for women to race at Cleveland this year. Surely Frank Phillips, sponsor of the race, was not alone in his reaction when he said: "This young woman paid with her life for the privilege of pioneering for progress."

Flying is not conceivably the kind of sport in which first-rate ability and courage on the part of one woman buys disqualification and defeat for all the rest.

### Glider Interest Gains Momentum

The Olympic Games for the first time in their history are adding gliding to their program. . . . Meantime Richard C. Du Pont of Wilmington set a world's glider record of 155 miles at the Elmira glider meet, and during the same week Mrs. Richard C. Du Pont, his wife, and Mrs. Dorothy C. Holderman of Leroy, N. Y., soared for five hours setting a woman's soaring record. Mrs. Holderman will be credited with the new record because her ship was equipped with a barograph while Mrs. Du

Pont's was not. No official woman's glider duration records have previously been recognized, but no American woman had, so far as is known, ever before exceeded the record of about 46 minutes established unofficially by Mrs. Holderman in 1932. . . . Hanna Reitsch of Germany established a new distance record of 160 kilometers in her Fafnir glider recently.

The Washington Air Derby Association is acting as host to the 99's on October 20 and 21. Plans for events and festivities are going forward rapidly, and will be ready for announcement in the next 99er.

### Seaplane Cruise *(Continued from page 7)*

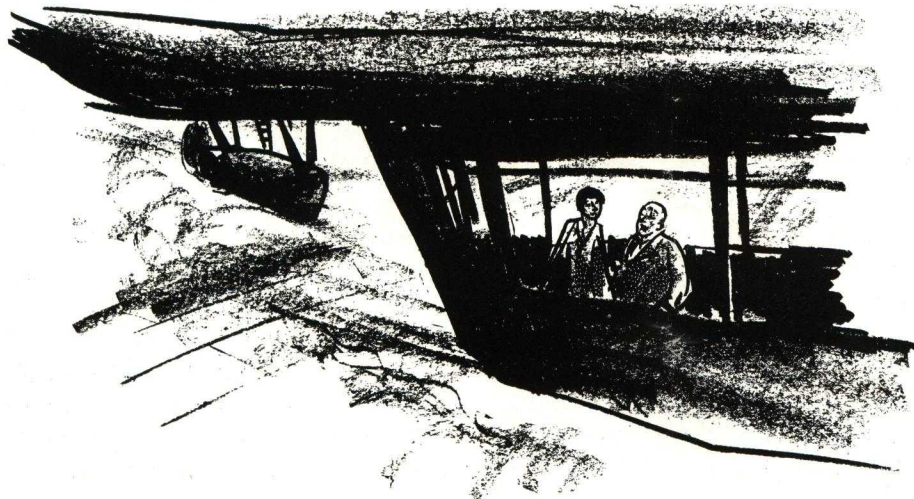
turned more and more evidence of Rudolph's efficiency in making perfect advance arrangements. The first ship arrived at 3:10 P. M.—the last at 7:30.

We were supposed to start home on Sunday but were having too good a time to even think of such a thing. That is all but the less hardy members—three of them left Sunday but we're not going to give them away. The rest stayed until Monday—that is all but George Graves who claimed his Bellanca would never fly on Monday—I think he left on Wednesday. Below is the list of ships and passengers—maybe you can guess who left early.

1. Courtney Amphibian: Richard F. Hoyt, Mrs. Richard F. Hoyt, Miss Frances Maddux.
2. Douglas Amphibian: Powel Crosley, Miss Page Crosley, Mr. and Mrs. F. W. Zelcer.
3. Sikorsky S-38: Mr. and Mrs. C. W. Deeds, Mr. and Mrs. E. K. Hubbard, 2nd.
4. Loening Commuter: Dr. Harry V. Spaulding, Miss Betty Spaulding, Miss Anne Crenshaw.
6. Loening Commuter: Mr. and Mrs. Edward McDonnell, Major and Mrs. John McDonnell.
7. Waco F-2: Thomas Eastman.
8. Amphibion "Privateer": Erwin G. Taylor, Stephen Patterson, Ben W. Kirtledge.
9. Fleet: Mr. and Mrs. George B. Post.
10. Bellanca Pacemaker: George Graves.
11. Waco Cabin: William Barclay Harding, Nicholas Carter.
12. Waco F-2: Reginald V. Williams, Gibson Gardner.
13. Savoia Marchetti: Mr. and Mrs. James P. Whittall.
14. Loening Commuter: Rudolph R. Loening, Clarence M. Young, Miles Vernon, John W. Gillies, Jr.

"Oh, I just love the old atmosphere so! My father must have been descended from a long line of air captains."

Drawing by Alan Dunn.





# ABOUT 99

The annual meeting will be held on September 2, at the Hotel Statler, Cleveland, at 7 P. M. This hotel will be 99 headquarters during the National Air Races. Cleveland 99's will act as hostesses to all visiting 99's, who are urged to call Mrs. Alma-Arlene Davis, Ohio chapter chairman, at Boulevard 0433, for information or advice at any time during their stay in Cleveland.

**New Members** (All from Ohio time time): Ione Coppedge, Dayton; Beverly Dodge, Delaware; Louise Humphrey Lambie, Cleveland; Helen Marson, Cleveland; Leora Stroup, Cleveland.

## New York-New Jersey

Because so many of the members were out of town no July meeting was held. The August meeting will be a guest dinner meeting at the Beaux Arts at 7 P. M. on August 6. And Marian E. Cummings is giving a 99 swimming party at her home in Greenwich, Conn., on August 11.

## New England

Our June meeting was held at Gertrude Toomey's summer place at Shaumet, R. I., and the July meeting was held at Hyannis Airport, Hyannis, Mass., with Anita Purinton as hostess and acting chairman. Due to general thunder storms the July meeting was poorly attended. . . . Our August meeting will be a joint meeting with the New York-New Jersey section to be held at Plymouth, Mass., on August 18. All out of town 99's will be guests of a local hotel right on the bay. Plymouth field is still just a field but there are Brockton, North Easton and Hanover, Mass., ports where the girls can land and we'll have transportation to Plymouth waiting. We are hoping for a good attendance from both sectional groups.

NOVETAH HOLMES DAVENPORT.

## North Central

The ten states comprising the North Central Section extend over such a large portion of these United States that we meet as a Section only several times a year, so it really is an event with a capital "E!" July 7 all air trails and roads led to Chicago, as far as 99's were concerned, when we gathered for dinner in the beautiful and exclusive 'Trustees' Lounge at the Century of Progress.

We were met at airports, railroad stations, etc., by glistening Ford Courtesy Cars, piloted by the handsomest of college boys, who were untiring in their assistance during our stay. This had all been arranged by Walter Patterson, flying husband of Clayton Patterson, who did so much toward making our visit delightful.

After a beautiful dinner, overlooking the lagoon, we had the privilege of hearing Major Chester Fordney tell us about the Century of Progress Stratosphere Ascension with Lieut. Commander T. D. W. Settles last November. Major Fordney explained the scientific importance of the flight, its thorough preparation, showing pictures of the equipment, and their activities and observations during the ascension in such a direct and fascinating manner that we realized that the altitude record they made was only incidental to their purpose of gathering data on cosmic rays and meteorology.

Our hostesses were Gayle Pond and Clayton Patterson, of the Illinois Chapter. Present were Belle Hetzel from Iowa, Shirley Jean McKittrick from Indiana, Ardetta Cadwallader from California, Clara McCormick, Alma Arlene Davis, Mary Winstanley, Ann Barille, Abbie Dill, Peggy Lennox Albertson from Ohio; Mabel Britton, Jeannette Lempke, Faye Davies, Helen Lehtio, Margaret Horton, Gladys Hartung, and Alice Hirschman from

Michigan. We also had eleven student pilots from this section as our guests.

When Viola Gentry flew into Detroit recently, she was entertained by the local 99's at a luncheon at the Detroit City Airport. Mabel Britton, governor of the North Central Section came in from Ypsilanti, bringing with her her niece, Letitia Barbour of Oxford, England, who is also the niece of Lt. Stewart Keith-Jopp, famed British war time pilot. Mrs. Robert Trego, whose husband is chief mechanic for Pennsylvania Airlines was another guest.

ALICE HIRSCHMAN.

Days later, and we are still in hopes of catching up with sleep lost during our week-end sojourn to the Chicago Fair. . . . Clara McCormick is having a grand time nursing that "sniffle" she caught during the trip. It was raining "cats and dogs" when we left Cleveland, and Clara calmly climbed in the "rumble," opened an umbrella and holding it over her head ordered us to start off. . . . When we finally did get to the Fair there was so much to see and do that a brief Ohio chapter meeting had to be held on our return back home, instead of at the Fair as we had originally intended to do.

We are planning to have our next meet at Akron's airport, on Saturday, August 25th, at 1:30 P. M. A "dutch treat" luncheon will be served, and Isabel Chappell of Akron, will act as hostess.

ANN BARILLE, for Ohio Chapter.

## Southwestern

A kitchen shower was given at the home of Ruth Elder Gillespie for Mary Alexander, whose engagement was announced in the last issue. Some fifteen 99's came bringing very lovely gifts. . . . The Los Angeles Chapter of 99 proved itself again when twenty of its members passed the test for a radiophone operator's license, 3rd class. The average mark for these bright pupils of Mr. Strong was 98½%. They were presented with their licenses formally at Clover Field on Sunday, June 24. Later Clema Granger took several of the 99's to see the ship that her husband will fly in the London to Melbourne race.

We had several very prominent guests at our July meeting. F. G. Strong, radio engineer and instructor in our radiophone course, discussed radio frequencies, etc. Frances "Kay" Kaylor, who just made her first solo flight, celebrated by coming to our meeting and Helen Berger another future 99 with 2 hours dual was another guest. Erma Patton was a guest of Esther Jones; Mrs. Williams came with Lauretta Schimmoler and Mrs. Kelly, Elizabeth Inwood's mother, came with Clema Granger. The noted German flier, Antonie Strassman, was our guest of honor. Also as guests were Mrs. Queen Boardman of the Women's Auxiliary of the Los Angeles Chamber of Commerce, and Mrs. M. E. Ridenour, aviation chairman of the California Women of the Golden West. ESTHER CRUMRINE.

## Flying News (Continued from page 5)

first student, now that she has her teacher's diploma, will be her young brother, Frank Nicholson. . . . "Bill" Wakeman, husband of Ruth Kitchel Wakeman, Chicago transport, has started to take up flying. Their daughter, Jill, aged six weeks, went out to the airport all dolled up in her parachute-silk bonnet to watch her dad take his first lesson. . . .



# BREAD AND BUTTER AND AVIATION

*Moscow:* When she's not head over heels in the air keeping her reputation as the Soviet's premier feminine parachute jumper, Clara Schacht is head over heels in work at the kino studio where she is being filmed as the leading lady in the forthcoming Soviet film, "Cosmic Rays"—all about rockets hurling through spaces and tomorrow's aviation.

A movie director saw Clare when she was working as a mechanic on the ANT-14—then the largest landplane in the world, now surpassed by the ANT-20—and chose her as typical of the modern Soviet girl today. However, she's more than typical—personality plus, a flashing smile, unruly blonde hair, nice figure, and is an excellent dancer. But Clare's 23 years of living, haven't been all fun and frolic.

Both her parents were killed during the war. Her father, while fighting on the Western Front, and her mother as a soldier in the Red Army during the Civil War. From 1919 to 1924 Clare lived in an orphan asylum where she learned the trade of a typesetter at the age of thirteen. This was the beginning of her mechanical career, which took her to an automobile school where she learned the difference between a crank and a crank case.

At the age of seventeen, she went romantic and married an aviator—haven't a lot of you—who immediately flew her off to Asiatic Russia, that fascinating part of the world full of fairy-story places, where they lived for three years. But even the movie-set settings of Samarkand couldn't convince Clare that she was really in love, so she divorced her high-flying husband and returned to Moscow

where she qualified as an aviation mechanic, and had the honor of helping keep the ANT-14 in running order, and judging by the size of that great big airplane, it was no small job.

Early in 1933, Clara started on her parachuting career and has been at it ever since. She has made eleven jumps to date. Her last jump was made during a high wind, and on landing, she was daggled along the ground for a considerable distance before she could get the chute under control, and was pretty badly bruised in the process. But she still thinks parachute jumping is great and is all enthusiastic about making a delayed jump. And that isn't her only ambition. After she has finished *Cosmic Rays* she wants to enter an aviation school and learn to fly.

Activity is her second name.

From FAY GILLIS.



CLARE SCHACHT

## TO DATE ON WOMEN PILOTS

*Total*, 369; *Transport*, 69; *Limited Commercial*, 34; *Private*, 199; *Amateur*, 28; *Solo*, 39.

The weekly reports from the Aeronautical Chamber of Commerce show 4 new pilots and 1 reinstatement, bring last month's total up to 369. One limited commercial pilot—Mary Nicholson of Greensboro, N. C.—recently passed her transport test, and a last month's private—Edith B. Hight of

Belle Fourche, S. D.—passed her L. C. test, which brings the transport total up one and leaves the L. C. total at 34. The 3 new pilots are: Hermalinda U. Briones, New York City; Mildred E. Filz, Seattle, Wash., and Mary G. King, Mentor, Ohio. (all privates), and Elspeth Hill, Lawrence, Kans., (amateur). The list of re-issued licenses shows also that 3 amateurs and 1 solo have gone private pilot, while 9 solos have gone amateur.

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