



February

1937

Editor, Ruth Wakeman, 2821 Hillside Dr., Burlingame, California

✓ OUR PRESIDENT, Mabel Britton, submitted to an emergency operation for appendicitis January 12th, at Ypsilanti, Michigan. 99's throughout the country will be very glad to know that she is convalescing and is most anxious to get back to flying again.

THE AVIATION SPOTLIGHT for ten days beginning January 28th to February 6th has been continually focused on the National Aviation Show at Grand Central Palace, New York City, where every kind of aviation exhibit has presented the 1937 keynote of aerial progress on parade--aircraft, engines, accessories, newest technical devices, government exhibits, airports and airways, schools, model aircraft and dozens of new advances.

The 99's were represented by a booth in which appeared the Beechcraft used by Louise Thaden when she won the 1936 Bendix Trophy race, also trophies won by 99's, photographs of members, etc. Each day some well-known aviation personage was a guest of honor at the booth. Much credit is due Novetah Holmes and the other New York-New Jersey 99 members for their splendid effort in arranging this booth.

SECTION AND CHAPTER ACTIVITIES - New England Section has recently decided to establish a Priscilla Murphy Memorial Scholarship fund. Each year a sum of money is to be awarded to assist in the education of children of pilots who meet misfortune in "line of duty." The fund was so named in honor of New England chapter's youngest member, who met her death in the tragic airplane accident near Syracuse in November. The Fund is to be increased by activities such as bridge teas, dances, etc. New England section has set an excellent precedent in creating this Memorial Scholarship Fund.

New York-New Jersey section has inaugurated a most constructive plan by enabling its members to take flying time on the Link Trainer at a very reasonable sum. Part of the expense of the training is carried by the Section treasury.

Bay Cities Chapter has a loan fund, which is a great convenience to its members. If a girl finds that she must let her license lapse because of financial difficulties, she may borrow the amount required to get in the proper number of flying hours and is charged no interest on the loan.



Almost all the chapters are building up libraries and extensive efforts are being made along the lines of membership drives. Let's hear from some more chapters or sections!

MIAMI AIR RACES - The News Letter seems unable to glean much information concerning activities in Florida during the ninth annual Air Maneuvers, except the fact that a good many participants and spectators were grounded enroute, due to bad weather.

Ruth Harmon, Kenosha, Wisconsin 99, was a participant in the Cub Convoy in which 42 Taylor Cubs met at Atlanta and from there proceeded to Miami. Dorothy Carpenter, Ann Arbor, Michigan 99, flew in the Aeronca cruise. Perhaps at a later date Dorothy can tell us more about her forced landing within the grounds of a monastery.

#### ILL-FATED AIRSHIP 34

Life is not certain--  
The sparrow that dips in morning flight  
May find the wind an enemy.  
Storm gods may rage  
And form a wall of dark defense. . . . .

Today we laugh.  
We thrill at flying from city to city  
In a few brief hours.  
Today we laugh but not for long--  
The storm gods war against us  
And in one brief second  
We lie a mass of misshapen bodies  
Insensible to life and love. . . . .

The storm gods rage--  
And we lie still in sleep.

- - Leona Mealey,  
Long Beach, California

WHY I LEARNED TO FLY - I was shamed into learning to fly! My mother, who is not (and never has been) afraid of anything, had always wanted to fly, so at the age of fifty-one she took herself off to Newark and got herself a private license and a Gypsy Moth before anyone could say SCAT! For two years I was torn between desire to show that I had great confidence in her ability and my abject terror at the thought of being in the air! My small son enjoyed flights at the age of two.



One blustery cold day in January, swathed in many layers of wool, sweaters, fur coat and fleece-lined boots, I stepped into the front cockpit of an open Moth. The mental state of trepidation exceeded any which I had ever previously felt, and the only compensation was that Mother should get credit for my nonchalance or---that I should die of fright very soon, and never have to worry about the landing! Mother had put me in a different plane, so I watched her take off and fly ahead of us. Right away would not have been soon enough for me to have come down. However, she got as far as Welfare Island on the way to see the DOX at Bridgeport, when to my horror I saw mother's plane start into what I knew must be one of those horrible tailspins! And she was headed right for a rock in the East River! I couldn't resist looking, and yet I couldn't bear the idea of seeing the ghastly finish. My indecision was soon settled as we began doing the same thing! Contrary to general sentiment, the events of my entire life did not rise up before me to jeer or taunt me with the wish that I had accomplished bigger and better things. I just hoped it would all be over quickly. The rock turned out to be North Beach Airport, and the to-be-fatal tailspin was a spiral down to landing, a very neat maneuver for descending in a narrow space (should be used in subway practice). The fog seemed to be drifting in too thickly so mother had decided to stop for lunch at North Beach and get the weather report.

At that point I would have been delighted to walk all the way home (Queensborough Bridge included) in my very bulky and unprepossessing apparel, but back we bundled into planes and took off. Upon actually getting out at Westfield, N. J., and being thawed out in front of a stove, it was all too, too beautiful again, but I resolved that nobody would ever get me into a plane again.

Came two years, and I was to eat my resolution. I not only had a nice, fast flight in Florida, but to my great surprise I heard myself saying, "Gee, do you think I could ever learn to fly?"

- - Margo Bain Tanner

#### NEWS FROM THE SECTIONS

NORTHWESTERN - Mildred Filz, acting Governor of the Northwest Section, was married on September 30th to Lieut. A. Elliott Merrill, prominent Boeing Field operator in Seattle, and member of the Air Corps Reserves for Washington. Members of the 99's and other flying friends entertained with a dancing party at the Olympia Bowl, in honor of the newlyweds. Lieut. Merrill has opened a weekly radio class for members of the 99's and their friends. Several girls expect to get their radio operator's licenses soon.

- - Gladys Crooks



NEW YORK - NEW JERSEY - A meeting was held January 4th at the Pennsylvania Hotel to make "semi-final" arrangements for the booth at the National Aviation Show. Several members were assigned days to be present at the 99 booth. . . Thea Rasche, the well-known German aviatrix, was at the meeting and we all had the pleasure of meeting this charming flyer. Miss Rasche is extremely fond of traveling, and after a three weeks' stay in New York is going to California and then to Central America. . . Another traveler is Margaret Cooper, who is leaving on the REX for a three months' trip to the Holy Land, Syria, and Egypt. . . Evelyn Mae "Petie" Waas certainly rates a mention here for attending this meeting as she flew down from New Haven to do so. . . Marjorie Ludwigsen, Althea Lister, Betty Gillies, Jessie Wachenheim, Miriam Blagden, Laura May Brunton, Ann Curie, Meta Rothholz, Alma Harwood, Lucille Boudreau and Margo Tanner have all signed up for ten hours of Link Trainer time at Roosevelt Field. . . Meta Rothholz, again, and Amy Andrews are taking the course in Celestial Navigation given by Commander Weems. . . Lucille Boudreau, being Chairman of Membership, is working hard getting new people active in the Club, and has passed the job of Sectional Reporter on to the undersigned. Since September, Lucille has brought twelve new members into the Club.

- - Kay Tisza Traulsen

NEW ENGLAND - The New England section has swelled its number by welcoming two new members. They are Ora King, Private, from East Taunton, owner of a Hess-Warrior Arge; and Hortense Harris, amateur pilot. Blanche Trehorne of Concord, N. H., we welcome as a transfer from the New York-New Jersey section. . . Our December meeting was especially entertaining, as we had for our guest speaker Robert D. Hoyt, Department of Commerce Inspector. Mr. Hoyt talked about licensing problems, and some of his experiences in giving flight tests to jittery students. . . On January 9, 1937, the New England section met at Jean Adams' home on the Jamaicaway with an attendance of eight. Dr. Cruft, Department of Commerce surgeon spoke to us concerning medicine in aviation. . . Mrs. Hortense Harris, our newest member, was present. She won her amateur in an Aeronca low-wing at Chicago, November 21, 1936, in a wind of 30 to 40 miles per hour. The gusts were so heavy that it required a man on each wing to assist the take-offs, but in spite of difficulties she came through with flying colors. She is now a resident of Boston and is flying Fairchilds. She and her husband are the proud owners of a 1935 Warner Fairchild. . . At the last month's meeting, the girls discussed the matter of putting the club's surplus funds to a good use. We made \$68 on a Hallowe'en Party with so little effort that it seemed possible to raise more money in the future. The result of our discussion was the establishment of the Priscilla Murphy Memorial Scholarship Fund. . . We congratulate Margaret Kimball, one of our transport pilots, on obtaining her non-scheduled instrument rating. We believe she is one of three women in the country to complete this training. She completed the course at Intercities Air Lines at East Boston in their class for instrument and radio flying.

- - Barbara Southgate



NORTH CENTRAL - Michigan Chapter - The Michigan 99's and their guests enjoyed a delightful luncheon at Detroit City Airport January 16th, which was followed by the first of a series of five lectures in the new program for this year, arranged by Mabel Britton and Dorothy Carpenter. Leila Baker was hostess for the day, and had arranged the table beautifully with spring flowers and clever place cards of airplanes fashioned of packages of life savers, sticks of gum, and colorful cellophane. . . Mr. George Haldeman, now with the Department of Commerce, gave a most descriptive account of the preparations for and the trans-Atlantic flight he and Ruth Elder made in 1927. . . Among the guests were Mrs. Haldeman, Ruth Wakeman, and several of the members' husbands. Blanche Noyes and Louise Thaden, who were in Detroit to receive the Bendix Trophy at the S. A. E. banquet, stopped in for the meeting following Mr. Haldeman's talk. The Chapter decided to add Once to Every Pilot, compiled by Frank Hawks, to its library. . . The February meeting will be at 12:30 on Sunday, February 14th, at the Municipal Hangar at Detroit City Airport, when there will be another interesting speaker. Any 99's in the vicinity at that time will be welcome guests of the Michigan Chapter at that meeting.

- - Alice H. Hammond

### NEW MEMBERS

#### Southwestern Section

Lucille D. Baker, Private, 27 E. Hoover, Phoenix, Arizona.

#### North Central Section

Martha Stadler, Lim. Com., 1702 Horeb Ave., Zion, Ill.

Mabel L. Sherman, 942 S. Elmwood Ave., Oak Park, Ill.

#### New York-New Jersey Section

Evelyn Cahn, Park Drive South, Rye, N. Y.

Helen Skinner, Amateur, 7 Stuyvestant Ave., Arlington, N. J.

#### New England Section

Evelyn Mae Waas, 349 Norton St., New Haven, Conn.

Harris, Hortense, K., Amateur, Yacht Guardian, "L" St.,  
Bridge, Summer St. Ext., Boston, Mass.

NINETY-NINE PINS, BRACELETS, AIRPLANE INSIGNIA, may be obtained from the Secretary, Alice H. Hammond, 15011 Glenfield Ave., Detroit, Michigan, at the following prices:

<u>Pins</u> , gold, with movable propeller,	\$1.50
<u>Identification Bracelets</u> , with movable propeller	2.00
without propeller	1.50
<u>Emblem</u> on bracelet, silver; bracelet, chromium	
<u>Airplane Insignia</u> , without cost, to be painted on members' planes.	

WANTED - Ninety-Nine gabardine suit, size 18. Please notify Edith Descomb, 9 Crystal Drive, Withersfield, Conn.