



March

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DOROTHY MCBIRNEY OF TULSA, who flew for ten hours over the ruins of the nation's greatest flood, tells a vivid word picture of the devastation and suffering she saw. These are excerpts from an article in the Tulsa World: "From our plane 6000 feet above once prosperous farmlands now deep beneath swirling, muddy water, we looked down on human misery beyond understanding. And all this only some 200 miles from Tulsa. Flying out of Tulsa, our first glimpse of the flooded regions came when we dipped over the St. Francis river, only a little east and north of Little Rock. From the St. Francis on into Memphis, nearly 100 miles, flood waters apparently covered the world.

From Memphis we turned north and followed the Mississippi up to Cairo. Usually flying over a town or city, I have that feeling of life. Usually you see tiny automobiles in the streets, smoke pouring from chimneys. There was none of that--no feeling of life. All we could see at Cairo were men battling desperately to pile sand bags on the levees.

Paducah seemed completely evacuated--only a ghost city--dead in a wilderness of water. But these homes, and thousands like them in other flooded towns and cities, are what refugees must come home to some day. I'm afraid the heartaches of the flood still lie ahead."

99's HAVE RECENTLY RECEIVED a card of thanks from Osa Johnson for our expression of sorrow in the recent tragic death of her husband, Martin Johnson, who was killed in an airline accident in January.

NUMBER OF LICENSED WOMEN PILOTS January 1, 1937 were 444, of which 71 held transport licenses; 23 L. C.; 295 Private, and 55 Amateur.

A NEW 99 CHAPTER IN OMAHA was organized January 30 at the Fontenelle Hotel. Seventeen-year-old Evelyn Sharp, new member, had intended flying from Ord, Nebraska, for the meeting, but was forced to drive. The afternoon hours were spent at the Municipal Airport. Best of luck to our newest chapter!

COMING EVENT - March 13-20, National Aircraft Show, Los Angeles, California.

TO THE MEMORY OF JOHN N. SHOBE, who taught so many to love flying

He taught us all to love the motor's race.
The take-off with the lift of wings in space.
The rhythm of a turn that's made with care.
The glamour of a sunny day - Pure air,
And smiling patchwork fields beneath
The shining wings;
He taught us too to love
The magic world of fleecy clouds above,
Oft tinted by the sun's last rays - Such things
Were his to show - Dark nights
And down below the myriad dancing lights.
Drab creatures of the earth no more are we,
For we have sailed above the earth and sea.
- - Daisy M. Kirkpatrick

WHY I LEARNED TO FLY - Almost three years ago Dorothy Luldheim, a dear friend of mine, had scheduled two lectures for the same day; one in Cleveland at 2 P. M., the other in Lansing, Michigan, at 6 P. M. The only way to fill both speaking engagements was to charter a plane and since misery likes company, I was invited to accompany her. On the return trip under a moonlight sky, Dorothy mentioned to the pilot that I did considerable traveling and from that time on I always flew as a charter passenger.

A year ago October my regular pilot left to teach Instrument flying at Boeing School and Dorothy suggested I buy a plane and learn to fly. I soloed my four-place Stinson cabin December 7, 1935, had my Transport license issued August 17 and am now enjoying flying my Cessna C 34. The nicest phase of flying is knowing such splendid women as the 99 Club members.

- - Florence H. Boswell

Editor's Note: Florence has three children, all air-minded, and a husband who is a physician and surgeon. She herself is a registered nurse anesthetist and assists her husband in his practice.

I LEARNED TO FLY because I've always wanted to, ever since I can remember. When I was just a small child I'd often dream of it--not in an airplane, for I'd never seen one, but by jumping off a cliff and spreading my arms, or some such fantastic way. And when my mother told me if I'd be a very good girl all year I would get what I wished for most on Christmas Day, I wished long and fervently to be able to fly. When Christmas Day dawned and no wings had sprouted nor other means appeared for me to fly--well, I KNEW there wasn't any Santa Claus!

As I grew up, there was no money for flying, and so other things claimed my attention. When I was finally earning a goodly salary of my own, friends and family and fiance thought it was too dangerous

and foolish. So I got married--very unhappily. And when I watched an airplane soaring and turning and diving high up in the blue, tears would fill my eyes. After five years of this, I rose up in rebellion and freed myself. THEN I decided that I'd do the one thing I'd always wanted to do--FLY. I did. On a depression salary of \$85 a month to support myself and (partially) my small son. I took out adequate insurance to protect him, then proceeded to spend \$30 or more monthly for flying. It was worth every hardship. The ecstasy of my first lesson, when I knew I was actually at last learning to fly, was the thrill that comes once in a lifetime. Now, after three years, I am very happily married--my husband is also a pilot--and my son, now seven, is quite sure he, too, will be an aviator.

- - Avis Bielefeld

NEWS FROM THE SECTIONS

SOUTH CENTRAL section held a sectional meeting at Dallas, Texas, Saturday afternoon, February 13th. There were eight members present: Dorothy M. Edgar, Beaumont, Texas; Fanny M. Leonpacher, Lafayette, La.; Jean LaRene Foote and Gerry Honomichl, Dallas; Malcom Clarke, Guthrie, Okla.; Una Goodwin, Hazel Simpson, Nona Allen Young and Dorothy Pressler from Oklahoma City, Okla. We were guests of honor at a dance given that evening by the Dallas Unit of the Women's National Aeronautical Association, and were entertained at breakfast the next morning by Jean Foote and Gerry Honomichl. . . Malcom Clarke and Una Goodwin flew down in Malcom's Monocoupe and they must have been living right, as they had a 50 mile tail wind. . . One of our members recently made a very interesting flight over the flooded area from Memphis to Paducah--Dorothy McBirney. . . One of our recent new members is Fanny M. Leonpacher of Lafayette, La., who advises us that she has taken a special course in Meteorology and Navigation at the University of Florida. . . A new Junior member in the section is Malcom Clarke of Guthrie, Oklahoma. Her husband departed on the South Texas Air Tour leaving her quietly at home knitting a sweater for him, and when he returned she had not only soloed, but had accumulated about five hours' solo time as a surprise for him. . . Another new member, Evelyn Sharp of Ord, Nebraska, received her Private Pilot's license on November 9--just a month after her seventeenth birthday. We believe she is one of the youngest girl pilots in the United States. . . Edna M. Gardner, formerly a member of the Middle Eastern Section is now located at Shushan Airport, New Orleans, and has transferred her membership to our section. We are very glad to have her as a member as we feel that she will be an excellent addition to our section. . . Gerry Honomichl, who is with Booth-Henning at Love Field, Dallas, has received her Third Class Radiotelephone Operator's license.

- - Dorothy K. Pressler, Governor

SOUTH EASTERN - Clayton Patterson and her husband recently returned from a trip to Havana and Miami. Due to weather conditions they were forced to leave the "Lollypop" in the hangar at Charlotte, but they made up for this disappointment by flying to Havana on the clip-

per, a 40-passenger flying boat. "Marine navigation", Clayton said, "is quite different from land, and I found it intensely interesting." . . . Mary Nicholson braved the elements and made a dash to Miami in her trusty Taylor Cub for the Miami races. The first two days out she had four forced landings due to motor trouble, weather and lack of gas. One time she set it down in a stubble field, which was plenty rough. The third day out they flew into Lake City, Florida, where eleven other Cub pilots were waiting for the weather to clear. There they all remained for the night, leaving together on Thursday for Fort Pierce. At this stop they were entertained at dinner by Dave Putnam, step-son of Amelia Earhart. By making an early start the next morning the twelve Cubs reached Miami at noon. Mary took part in the Saturday spot landing contest for Taylor Cubs. Among other people she enjoyed seeing and talking with were Loretta Leonard from Enid, Oklahoma, and Ruth Harmon of Kenosha, Wisconsin. . . On January 16 Mary Nicholson and Ruth Stilson took off in a Ford V8 for Norfolk, Virginia, where Ruth hoped to gain information for her Senior thesis. They spent a most delightful day at Langley Field viewing engine laboratories, tunnels and the N. A. C. A. hangar. The next day before leaving for home they visited the naval base where they were most courteously shown through the hangars and had the opportunity to see large flying boats under construction and many different types of planes for carriers. . . Mary Nicholson has been appointed as secretary of the Chamber of Commerce committee in charge of plans for the dedication of the Greensboro High Point Airport, which will take place May 30. She has just returned from a trip to Washington where she personally issued some of the invitations. She wishes to invite all 99's who can be here to come to the dedication.

- - Ruth Stilson

NEW YORK - NEW JERSEY - Well, the Women-in-Aviation booth at the National Aviation Show was a great success. Besides the previously mentioned exhibits, there was also a map showing the various record-breaking flights made by women flyers, and a very clever drawing on the wall, done by Rico Tomaso, depicting in an amusing manner several well-known members of our section. Quite a few of the 99ers were present for news reels taken at the Show, but I would like to know where this was shown, as I haven't seen it yet! . . . A dinner meeting was called during the Aviation Show on February 1 at the Hotel Shelton. However, due to the presence of several husbands the meeting part of it was called off. Several out-of-town members attended. Among those present were Ruth Nichols, Viola Gentry, Beatrice Hymen, Laura May Brunton, Ethyl May Peckham, Peggy Remey, Helen Weber, Helen McCloskey, Louise Thaden, Margo Tanner, Olive Shaw, Lucille Boudreau, Jacqueline Cochran Odium. There was a luncheon given by the Advertising Women of New York on January 26 in honor of Louise Thaden. At the table for 99ers were Cecil Kenyon, Lucille Boudreau, Laura May Brunton, Hermalinda Briones, Ethyl Peckham, Amy Andrews, Margo Tanner, May Haizlip and Novetah Davenport. . . Several 99ers were also present at the lecture-luncheon at the Hotel Wellington, February 2, to hear Louise Thaden. New members are Olive Shaw and Helen Mary Clark. . . The W. I. A. A. arranged a dance for the

benefit of flood sufferers at the Aviation Grill, Floyd Bennett Airport, on February 12. Several 99ers attended. . . Incidentally, your reporter is now the delighted owner of a Lambert Monocoupe.

- - Kay Tisza Traulsen

SOUTHWEST SECTION - Los Angeles Chapter - At the February meeting we had as guest speaker Colonel Rutherford S. Hartz, formerly of the United States Army Airport. He told of interesting experiences as a world-war pilot, and also amusing incidents while a commander of the first Martin Bomber. Colonel Hartz was also a member of the round-the-world flight known as the "Rim Flight." . . . Lauretta Schimmoler recently has organized the Aerial Nurse Corps of America, and is president of this organization, which consists of a splendid group of young women, all registered nurses, having 59 girls to the group and is national in scope. This group in Los Angeles belongs to the Victor McLaglen Division, and is recognized by the U. S. Army. They are on call for aerial ambulance work. Many members have pilots' licenses, but this is not necessary. It is the outcome of five years of research work by Lauretta, and we congratulate her on such splendid work. . . Dorothy Kinsman had an operation on her foot, but is back working again, for which we are glad. What was it, Dorothy, too much right rudder? . . . The recent National Aeronautic Association dinner, which had thirty-one southern California aviation groups represented, was most interesting. Each organization had its spokesman, and 99 Club was represented by Hilda Jarmuth, who told of its origin, aims and purposes, international scope, etc. Other 99's present were: Clema Granger, Esther Johnson, Elizabeth Hayward and Jean Barnhill, a visitor of Minneapolis. At other tables were scattered: Lauretta Schimmoler, Pretto Bell, Gladys O'Donnell, Mary Charles, Mabyll Bull, Cecile Hamilton and Thea Rasche of Germany . . . January 23 we had the pleasure of entertaining Thea Rasche at a dinner and dancing party at Cafe Caliente on picturesque Olvera Street, having a bit of old Mexico atmosphere. The place cards were in the form of tiny sombreros with each guest's name on it. We were pleasantly surprised to have with us Fay Gillis and her husband, Linton Wells. There were about fourteen couples. Members attending were: Elizabeth Hayward, Onita Thorley, Esther Johnson, Gladys O'Donnell, Mabyll Bull, Betty Furman, Melba Beard, Gayle Stewart and Hilda Jarmuth, who brought Art Goebel as guest. Also we had the delight of having P. G. "Bud" Morriss with us, and he acted as Master of Ceremonies, introducing the guests to the audience. A most enjoyable evening was had until GX o'clock. . . Esther Johnson had a real thrill last Sunday when she decided to learn how to land an amphibian. She started with Glen Norton, pilot, towards the ocean, in his 3-place dual control cabin Savoy Marchetti. They came down for a perfect 3-point landing, when suddenly a large wave caught the pontoon and turned the plane tail over prow! Fortunately neither was hurt beyond a slight bump on the head. They climbed up about six feet of struts to the lower wing (luckily it was a bi-plane) and sat there waiting and hoping to be rescued. They were over a mile from the shore. By and by a little dory came out and Esther was brought to within 150 feet of shore, but because of high waves, the boat couldn't be brought in, so she was told to "jump

and swim in." Esther swam, slacks, shoes and all, through the icy water. At the club house she welcomed the roaring fire, wrapped in blankets and sipping hot spiced tea, surrounded with hot water bottles, and finally thawed out, none the worse for her hectic experience. Unfortunately for the airplane and Glen Norton the plane was dashed to pieces on account of high seas.

- - Hilda Jarmuth

Bay Cities Chapter - February has been a month of pleasant happenings for the Bay Cities Chapter beginning with our regular meeting on the 2nd, our place of contact being the home of Ruth Rueckert for the purpose of pricing and preparing for sale a large and varied assortment of articles for the forthcoming rummage sale, which, it is expected will be held within the month. Ruth, always the charming hostess, turned our evening of a job of work into a round of pleasure and capped the climax by serving coffee and delicious cake to her twelve 99 guests. Among those present was our own Ruth Wakeman (Michigan Chapter please note) just back from a several months' visit to her former home in Michigan. Ruth has become an important cog in the wheel of this chapter and we are mighty glad to have her with us again. . . On February 13, Afton Lewis gave a house-warming party at her intriguing little "hide-out" in Lundy's Lane. Ruth Rueckert, Rita Gerry, Phylis Burchfield, Marjorie Hook, Mary Alexander, Pat Kendall, Anna Cort Meyer and Maude Miller made their appearance with their 49 $\frac{1}{2}$ ers in tow. Dancing was indulged in and exciting games were played for which last the winners were presented with clever prizes. Thrills were provided when Ruth Rueckert gave an imitation of an Egyptian Snake Dancer and Freddie "Casey Jones" and finishing the performance with a "Hula Hula" dance. Being a perfect and understanding hostess, Afton served a most appetizing and plentiful midnight buffet supper, and a party, thoroughly enjoyed by all present, came to an end at 2 A. M. We are hoping to be asked again, Afton. . . A lucky 99 this month is Ruth Rueckert. She and her enthusiastic 49 $\frac{1}{2}$ er are sporting a brand new Ford Sedan.

- - Maude Miller

NEW ENGLAND SECTION - On Saturday afternoon, February 13, the New England Section had its monthly meeting in the 99 Club Room at East Boston Airport. The speaker for the day was Tommy Atkins, well-known maker of scale models of airplanes. Tommy has built as many as 1000 models which have been on display in all parts of the world, and is perhaps the most outstanding expert in the country. He regaled us with many amusing events encountered in his career, and displayed some of his models, both completed and incompleated, to show us how he constructs one of his masterpieces. The models are perfect in detail, and beautifully built to scale. . . We wish to congratulate the New York-New Jersey Section on their display at the National Aviation Show in New York. The booth was most attrac-

tive and showed splendid initiative and energy on the part of the girls from that section. Among those of the New England Section attending the Show were Daisy Kirkpatrick, Jean Adams, Margaret Kimball, Ann Conant, and Nancy Love. Daisy Kirkpatrick and her husband flew down in weather that would make the best of bad weather pilots hesitate to go out. But for them the trip was all in the day's work. When they decide to go by air, they go; and nothing less than earthquakes or tornadoes can stop them. . . We welcome to this Section Miss Evelyn Wass from New Haven, Connecticut, as a transfer from the New York-New Jersey section. We also welcome a new member from Norwood, Massachusetts, Mrs. Louise Howard. Louise has a student's permit and has just completed her ten hours' solo, so as to be eligible for membership. She soloed on a low-wing Spartan, and has been since flying a Warner Fairchild 24. . . Our next meeting will be especially interesting as we start a course in radio under the direction of Al Schwink, former owner of a Cessna monoplane equipped with two-way radio and perhaps the man most conversant with the use of radio in aviation in this part of the country. . . Plans are being made for another dance, early in May, proceeds from which will help increase the Priscilla Murphy Memorial Scholarship Fund. Already several of the girls have given telephone bridge parties for that benefit. Lorraine Franklin, Hortense Harris, Louise Sisson and Daisy Kirkpatrick have already done their bit, and we are expecting news shortly of Mrs. Fonda Hyatt's Ceiling Zero party at her winter home in Pinehurst, North Carolina.

- - Barbara Southgate

NORTH CENTRAL SECTION - Michigan Chapter - The Michigan 99's held their February meeting at the Detroit City Airport on Valentine's day. Alice Hammond was hostess for the day and a delicious luncheon complete with Valentine trimmings was enjoyed by the members and their guests. Paul Eberle of the Baker-Eberle Company, located at the Detroit City Airport, gave a most interesting lecture and demonstration on the Link Trainer, which they have there. Several problems were worked out by Mr. Baker in the cockpit of the Trainer while we watched and listened and then each girl had an opportunity to try it herself for ten or fifteen minutes. We were glad to have Mabel Britton back in the ranks again after her recent illness. At the close of the business meeting, very pretty zippered baby blanket tuck-ins were given two of the girls who are mammas-to-be later this spring. The weather has been too unpleasant for much flying this past month, but Mary von Mach drove to New York City to attend the Air Show. Our March meeting will be held at the Detroit City Airport at noon on the 14th, and as usual, any 99's in the vicinity are very welcome.

- - Dorothy Carpenter

Illinois Chapter - held their monthly meeting in their club rooms at the Medinah Club. Helen Colton, secretary-treasurer, told of the financial success of the Valentine supper-dance that the girls gave

in the Tally-Ho room of the club February 9th. It was a social success, too, with a truly representative crowd of leading pilots. Maurice Roddy, Aviation Editor of the Chicago Sunday Times, appeared with a photographer from his paper, and the next morning the news was given to the waiting world that the 99's had given a most successful Valentine party. It was the second annual Valentine party. . . After the business meeting, Jane Meyer and Ruth Haupt, co-hostesses for the evening, were pleased to introduce two top-ranking first pilots on American Airlines as the guests for the evening. Cat. Joseph Westover, who has been flying since 1911 and who now pilots a Douglas between Fort Worth and Chicago, said a few words to the gals. John Deater, who sits at the controls of the new DC3s, and flies the Flagship non-stop runs between Chicago and Newark, was the speaker for the evening. He spoke on blind and instrument flying, and the new Link Trainer that American Airlines has installed in their hangars as an additional aid to pilots in learning blind flying. Dorothy Ring, one of our transports, is seriously considering going down to American and taking a shot at it. . . There were refreshments after John Deater's speech, and then movies were shown of the Rod-Air-O. They were so excellent that the girls voted to buy them as a nucleus of a permanent library. . . Bits about 'em: Wings to Mae Wilson. She passed her transport pilot's test with flying colors. . . Jane Ray's prize Schnautzer is stealing the Dionne's news spot. She had quintts, too. . . Ruth Haupt has just returned from a vacation in Florida. . . Jane Meyer has just returned from a three weeks' jaunt as a guest of American and Braniff Airlines. She flew from Chicago to Fort Worth on American, then flew from Fort Worth to Brownsville on Braniff. Had a grand time in Brownsville with Helen Johnson, well-known 99er. . . We're so happy to welcome attractive Maxine Bennett, 99 from Dallas, into our midst. A swell gal. . . We've all decided to seriously look into this third class radio license. A man connected with the Air-Radio Company at Municipal Airport has volunteered to take us in hand.

- - Jane Meyer

MY APOLOGIES to the chapters whose news items were inadvertently omitted in the February issue of the News Letter. The whole difficulty seems to have been with the postal authorities who were harboring some thirty-odd letters of mine. They claim it won't happen again, so please keep up the good work of writing!

- - Ruth Wakeman