



NEWS

99

LETTER



May 1938
Editor, Dorothy Carpenter, 124 S. Franklin St., Allentown, Pa.

Remark

I've always lived straight--
No poker or drink;
But flying a beam
Is much harder I think.
- - Lea Day

Jacqueline Cochran was recently presented the trophy awarded by the International League for Aviation for the year's outstanding achievement in aviation. Mrs. Franklin D. Roosevelt made the award in Washington, entertaining a number of guests afterward at luncheon at the White House. Among them were Jackie and her husband, Floyd Odlum, Col. Charles Kerwood, Major and Mrs. Alexander de Seversky, Nancy Love, Helen Rough, and Daisy Kirkpatrick.

An acknowledgment has been received from Eli Beinhorn for the letter of condolence sent her by Daisy Kirkpatrick from the Ninety-Nines. Her husband, a German racing pilot, was killed in January. Many of the members met this charming German pilot when she visited the United States a few years ago.

We have a new 99 Club member from Sydney, Australia, no less. She is Nancy Bird, and an excerpt from her letter will best tell about her: "I have flown for five years and have owned two aeroplanes in that time. So far I am the only woman to have operated commercially in Australia, and have been absorbed in commercial aviation for four years. I accepted a position to the Far West Children's Health Scheme for ten months as their owner-pilot in the Flying Clinic work at Bourke, N. S. W. At present I am at Cunnamulla Queensland, where I have a private charter service, and use a Leopard Moth. I look forward to hearing more of America's airwomen, many of whom I know very well by name." A very hearty welcome to our group, Nancy, we're glad to have you with us and hope that some day we can meet in person.

South Central Section has recommended that two memorial air marking beacons, (similar to the one for Will Rogers) preferably one on the East coast and one on the West coast be erected in memory of Amelia Earhart's ocean flights.

From time to time, when space permits, we shall include brief sketches of the lives of some of our outstanding members. This month it is Blanche Noyes, whom you all know, and who very kindly consented to give us the following account of her activities:

"In July of 1927, at a dinner party for Colonel Lindbergh, I met a most charming gentleman who talked aviation throughout the dinner. Two weeks later I took my first airplane ride, with the same red-haired pilot. One year later we were married. In December of 1928 this same airmail pilot decided that his wife should learn to fly, and, after 3 hrs. 45 min. dual time, not to mention the harsh words, I soloed at Cleveland, Ohio. During my instruction I was writing for the Cleveland Press - 'A Woman's Thoughts While Taking Flying Instruction.' Due to bad weather the 3 hrs. 45 min. was strung out until February 19, 1929.

"In April, 1929 received my private pilot's license, #6540; in July received limited commercial license; in October flew in first Woman's Air Derby from Santa Monica, California to Cleveland, Ohio. After ship catching on fire about fifty miles west of Pecos, Texas, landed in the mesquite - shredding the ship's fuselage - poking hole in the wing and damaging left side of landing gear. Put out fire, landed at Pecos on one wheel, repaired ship to the best of my ability with the aid of a surgeon's needle, Indian Head linen (ha!) and a blacksmith to weld landing gear, caught up with the other contestants, managed to win numerous lap prizes from Wichita, Kansas into Cleveland, and arrived there in fourth place after having fallen back to last place (19th).

"Received transport license December 1929. Was demonstration pilot for Great Lakes Aircraft Corporation in 1930 and 1931. Have flown closed course races and been a stunt pilot. Flew a 300 Pittcairn auto giro in 1931 for Standard Oil Company of Ohio for 150 hours; first sweepstake derby in 1931; Leeds trophy race in 1932. My husband, Dewey L. Noyes, who taught me instrument flying, radio and navigation, was killed in December, 1935 in an airplane crash. August 1, 1936 went to work for the Bureau of Air Commerce as Air-Marking Pilot. Fourth of September, 1936, Louise Thaden and I won the Bendix race from New York City to Los Angeles, California, an elapsed time of 14 hrs. 54 min. 46 sec., with 8 min. out for refueling. Winning both men and women's first prize and setting woman's record from East to West.

"After winning the Bendix race buckled down to serious work trying to get every city and community air marked. At the present time, I have 48 states which I am endeavoring to get completely air marked. To date, the WPA has put in 10,025 markers. Due to the fact that the WPA appropriation has been so drastically cut, I am endeavoring to

get the civic clubs and various aviation groups interested so that they will mark the 9,592 towns which have not been completed. Some months ago, I wrote all the Governors of the Ninety-Nine Club, asking that at their meetings they take up the air marking program. If each girl were to go to four or five surrounding towns and visit the civic groups she could explain to them the value of having their city or community air marked. Since air travel is growing with such leaps and bounds a person who looks down and sees the name on the roof of a building knows that that community is wide awake and must have something to offer. Perhaps the traveler is looking for a place to start a new business, or perhaps a vacation spot. It is advertising the town, putting it on the air map, not to mention making air travel over the city, or into the city, as easy as road signs have made automobile travel.

"In Texas a couple of years ago a man was flying over a very small community. He saw a salt mound, which meant there was oil. He circled the community, found the name of the town. The next day he returned, found the property that looked as if it might have oil, drilled a well, and at the present time that little community is a booming city with hundreds of oil wells.

"I feel that each girl could interest several towns in having them place an air marker on their largest building, as near a railroad track as possible. The average 8-letter marker will cost approximately \$60.00 for paint and labor, which is after all, a very small amount of money to not only assist in saving lives, but to act as an advertising medium. I'll be glad to send the bulletin on air marking to any girl who writes me.

"Best wishes for more and better air markers as well as a Bigger and Better Ninety-Nine Club."

NEWS FROM THE SECTIONS

NORTH CENTRAL - Illinois Chapter -

In the Ninety-Nine group in Chicago,
(Thinking over this month that we saw go),
For flying activity
We've shown no proclivity--
But just wait 'til you see us in July or August!

Isn't that awful?

- - Dorothy Ring

NORTH CENTRAL - All Ohio Chapter - Lecturing continues for the month with Mary King addressing the Cleveland Girls' Aeronautical Association, her subject being "Personal flying experiences and mapping out air courses". Helen Curtiss, our program chairman, has been working hard to set up a calendar of events for the coming summer days. To begin our parade of events, she has been successful in securing our ever busy and modest Department of Air Commerce Inspector, William Robertson, to give an informal talk on the "New Rules and Regulations." Invitations to the affair which will be on April 29, were sent to all interested in aviation in Cleveland and vicinity. We are eagerly looking forward to this talk as the many changes in the air regulations within the last year have "whooped" us into a tail-spin.

Having a new radio set installed in her Cessna and playing nurse to her two young boys who have been very ill, has kept Florence Boswell breathless. She now has two radios in her well equipped ship as she is taking no chances on being led astray up in them "thar" clouds. If one radio fades out she can always depend on the other. Mary Winstanley is spending her week ends scanning the southern Ohio airports in order to add a few more names to our 99 list. (She's a regular little trouser.) Last-minute trade winds bring us news of the official opening of the new air terminal in Cincinnati next month. If plans work out we will hold our next meeting in Cincinnati.

- - Ann Barille

NORTH CENTRAL - Michigan Chapter - The Detroit City Airport was again the meeting place for the Michigan Chapter on Sunday, April 10. A very delightful lunch was served by Baker's restaurant to the twelve members and guests. Mr. Spring of the Hudson Motor Car Company was our guest speaker, his topic being "The problems of a private flyer". Many questions were asked by the girls regarding some of the outstanding difficulties. Alice Hammond again has her license, having been without it for a time because of the arrival of her young son. Jeannette Lempke reports having had a grand trip to New York. Dr. and Mabel Britton flew to New Orleans in their Fairchild to spend several days with friends; they were missed at the meeting.

- - Faye Davies Kirk

NEW YORK - NEW JERSEY - Not much news this month as there hasn't been a meeting. Betty Gillies is in Florida again. Lucille Boudreau had an unfortunate experience with her ship during the last week in February. The seventh cylinder blew out, studs and all, when she was less than a thousand feet out of Farmingdale, L. I. (where the Seversky factory is). She cut the switch and made a good landing, but had to buy practically a new engine. She has been running it in the past two weeks and wants to get 25 hours on

it before April 19 as the engine must be checked before starting out on a two weeks' flying trip to Buffalo, Pittsburgh and eventually Milwaukee to attend the Western Art meeting. I've been pretty busy myself lately, commuting between Trenton (where I live) and New York (where I might as well live). All this entails getting up at 6:30 in the morning and getting home at 6:30 in the evening every day except those when I get home at 8:30. The train wasn't so bad during the winter, but when spring came, commuting by air seemed a much better idea. . . lots more fun and more practical, tho it did cost more and took 20 minutes longer! And did you ever hear of a tailwind in both directions actually coming true? Well, for five days in succession I had exactly that, (if I'd been going the other way) and no little summer breezes either. The gentlest of the lot sauntered along at a mere 24 mph, and the strongest was 39 mph, severe gusts. But I got in lots more flying time that way than I would have if they'd been honest to goodness tailwinds on the tail instead of on the nose. Over the Easter week end my husband and I flew up to Buffalo and Binghamton to visit friends. That's all folks.

- - Laura May Brunton

SOUTH CENTRAL - A meeting of the South Central section will be held at Alma Martin's home, 424 Oneonta St., Shreveport, La., on April 27. Jimmy Kolp of Electra, Texas, participated in the air tour to Monterey last month and reports a huge time. You always know that Jimmy is headed to some distant port when she starts getting the Spartan serviced. Fanny Leonpacher is having her Bird fixed up getting ready to go on the Louisiana Air Tour which starts April 27. Nona Allen Young, Oklahoma City, has brought her American Eagle up from Walters, Oklahoma, and no doubt we'll see her winging around the airport now that the snow is gone. Elizabeth Meyer Haywood has added another feat to her many accomplishments, that of writing. She has a very interesting article in the "Cincinnati Enquirer" on "Scenes at International Port of Brownsville". Anyone who has the urge for travel will want to take the trip from Mexico City to New York after reading her article. The Section has lost another member, Hazel Simpson of Oklahoma City. She has a job with Lockheed Company and is now living in Los Angeles. Congratulations, Hazel, and we are going to miss you. Harriet Davidson, Albuquerque, flies down to El Paso quite frequently. How about pointing the nose north and east for a change, Harriet? Dorothy Pressler Morgan flew in to Oklahoma City last week and said "hello" to the gang. Jean LaRene Foote of Dallas is now working for Bennett Aircraft Company. Blanche Noyes, who is with the Bureau of Air Commerce, was a visitor at Oklahoma City last week, spending several days there working on air marking.

- - Una Goodwin

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SOUTHWEST SECTION - Los Angeles Chapter - Our April meeting was done up in Easter trimmings. Chairman Bettymay Furman supplied the tall green tapers; candied Easter eggs scattered on the table and a big yellow bunny standing at the head made it look very festive. Gladys O'Donnell gave a talk on her recent trip to Panama, Central America and Mexico, with some exciting high-lights of her trip home via Pan American. She told of the almost impossible looking fields at which they landed and most hair-raising of all, when the Mexican pilots took over the plane (Douglas DC-3) and their trip back thru the middle of "soup" when they wandered miles off the course. She also had some prize-winning photographs of the picturesque people and beautiful scenery along the way.

During the Aircraft and Boat Show just ended, 99's had on exhibition a beautiful blue and white satin quilt on which chances were sold. Several members were in the booth afternoons and evenings during the week, namely: Bettymay Furman, Mabel Bull, Esther Johnson, Melba Beard, Dorothy Kinsman and Hilda Jarmuth. The quilt will be raffled off at the Aviation Breakfast Club at Palm Springs on May 1. Lucille Orman did some grand work getting beautiful chrome electric clocks which look like radial airplane engines, as prizes for punch boards to be sold by members. (A good way to make money for the chapters.) Oh boy, are we going commercial! Another idea we had was to raffle off a cake, to be contributed by a member of the chapter, at each meeting. It's ten cents a chance and the winner may bring the next one. Ethel Sheehy brought a lush walnut-covered chocolate cake, and Lucille Orman's guest won it. Lucille, being a good sport, volunteered to bring the next one. (She hoped to eat half of her friend's.) AND, we were glad to have back with us again, thinner but happy, our Dorothy George, minus her tonsils. Hasta la vista!

- - Hilda Jarmuth

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