



NEWS

99

LETTER

*Helen
Carpenter*

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Editor, Dorothy Carpenter, 124 S. Franklin Street, Allentown, Pa.

EMPTY TANKS

The fog of old ships
Has enveloped his name,
The clear ice of time
Dulled the lift of the game,
The breaking of trail
In his ten thousand hours
Has emptied the tanks
Of his youth and his powers
And so he is through
And his license is gone,
The shadows of night
For the theme of his dawn.

He closes his log,
Takes the wings from his coat
With smoke in his eyes
And a lump in his throat,
But would he have quit
Had he foreseen the end
Or known from the first
He'd be whipped by the trend?
Not he! No! Not he!
May his breed never die!
His license may lapse
But his heart will still fly!

- - Gill Robb Wilson

We welcome into the group a new member, Helen de Bustamante, Paslo Y 19, Vedado, Havana, Cuba. Helen's husband is a Q. B. and a member of the Sportsman Pilot Association. Together they make quite a select couple as he is the only Cuban Q. B., and Helen is the only 99 in Cuba.

99 Pins and Bracelets may be obtained from national treasurer Barbara Southgate, 87 Grove Street, Stamford, Connecticut. The price is \$1.50 each.

Membership booklets are still available for 25¢ each from Melva Doyle, 1109 Massachusetts Avenue, Lexington, Massachusetts.

Of interest to a number of the members is the announcement that the 1939 national convention of the W. N. A. A. will be held in Salt Lake City, Utah, on May 26-27, with the Salt Lake Unit as hostesses. Excellent speakers have been secured and the theme of the convention will be the Amelia Earhart Foundation Fund which the organization is sponsoring. Further details may be obtained from Mrs. Kathleen Van Cott, 1736 South Main, Salt Lake City.

Following are the "private lives" of two of our members. Jean Adams is Governor of the New England Section, and Helena Price is a Junior member of the Metropolitan Tri-State Section. Come on you other members--take pen or pencil in hand and let's have some more of these interesting accounts.

This is My Story (Not Corrigan's!). . . Jean Adams

One score year ago I first heard the buzz of a plane overhead. "Never", said I to myself, "will anything drag me up in one of those crates." Time zoomed on and one friend after another took to the air. I was finally dared into my first ride; the pilot did tight spirals so close to the local church steeple that the birds popped out of their eggs only to duck back in again before we hit them. "My time has come," thought I, and was on the verge of jumping into a pew below. Another quick loop, I was pulled back, turned green and fainted. The next I knew we had hit the airport, whereupon I climbed out with such quavering knees that a nearby Coast Guard plane heard the clanking and took off, decoding my SOS. I then collapsed into a nearby car; terra firma, forever! Finally, however, I went up again and was converted. I turned out to be one of those head-in-the-clouds, fog-bound airbirds you are always bumping into. I graduated from school with my eyes to the sky and my feet to the desk, skipping out at every chance to fly. My family sensed what went on, decreased my allowance, which led to any old contraption I could wangle from anyone. (There were some beauts, too.)

After three years of careful planning on my parents' part, debuts, art school, and business, they gave me up as a bad job so I took a year's training course at Inter-City Airlines Approved School in Boston. For another year or so I milled around, flying in this country (Ryan School, San Diego), and in Europe at various English and German flying clubs. Johnny Shobe (Eddie Stinson's prodigy) was responsible for most of my cross country work. My chief likes are Stinsons, tennis, books, boats and travel. Dislikes are cheap flying publicity, cold weather and forced landings. Time flew low, also my finances. I was grounded. Three things saved my life. . . knowing how to fly, secretarial work and journalism, and owning a Contax camera. I went to work in the aerial photography game and wrote various aviation columns with intervening moments of travel. The real thing I feel I've accomplished with flying is the number of persons I've taken up for their first flights and afterwards sold the idea of Aviation to!

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News Item from Fleming Farm, Pennington, N. J. . . Helena Price

Born (nee Shirk) Cornwall-on-Hudson, New York, August 22, 1905. Christened, Mary Helena. Educated (among other places) Cushing Academy, Ashburnham, Massachusetts. (Bette Davis of the movies was a schoolmate,) and St. Agatha School, New York City (where I knew "Tiny" Goddard.) Married George Townley Price, Jr., December 16, 1924. Son, George III, born in 1925 and daughter, Jane Prudence, in 1926. Divorced, 1932. Took dual time from Jack Thropp, Princeton, New Jersey airport from April, 1936 on. Solo time at various places, including Dayton Municipal, Ohio (where I succeeded Bernice Batten of Pittsburg, Kansas, in the office.) Have logged enough time for a Private, which I expect to go after soon. Jobs have included everything from restaurant dish washing to medical ghost writing. Am at present "at liberty" which is awkward, where flying is concerned. Hobbies include photography, especially clouds, new plane types, highway accidents; building plane models; short story writing (entirely unprofitable so far); keeping scrap books; and making my own and daughter's clothes. These, in addition to keeping house for six people on a farm. I love to write letters and would like nothing better than to have every 99 in the country on my regular correspondence list. It would be almost, though not quite, as good as knowing them all personally! Who'll be the first comer?

NEWS FROM THE SECTIONS

NORTH CENTRAL - The section meeting scheduled for May 6 and 7 has as its headquarters now the Hyde Park Hotel, a change from the last announcement. Rooms are \$1.50 per person with two in a room, and the brunch meeting will be held in the hotel at 10:00 A. M. on May 7. There will be free bus service to and from Municipal Airport on hourly schedule, and entertainment will be furnished by the Illinois Chapter on Saturday night, May 6. Make plans now to attend!

Michigan Chapter - The regular meeting was held at Detroit City Airport on Sunday, March 12, with all Michigan under a layer or two of ice. Leila Baker was hostess and the members and husbands had a lovely time in spite of the weather outside. Plans for a membership drive were made with Jeannette Lempke chairman of the committee. Jeannette, our faithful member from Bay City, was not present at the meeting. We understand the AAA suggested that she turn around and drive back home because of the roads, after she was started. Rosalie Grohman, a new member, was present as was a prospective member, Margaret Haskell. Sara Winn of Saginaw, a new member, drove through, although she says she was in the ditch three times. Alice and John Hammond are in Florida for a vacation.

A fine leather jacket was presented to Harold Strickland, aeronautics instructor, who has so kindly given us the fine lectures this winter at our meetings. After luncheon a tour was made of the large hangars and all the "sleeping ships" viewed. These included all the

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American and P. C. A. ships, Gar Wood's Fairchild amphibian (which has two bunks and four comfortable seats in it; he uses it for duck hunting), and the Sikorsky amphibian formerly owned by Martin Johnson in Africa, and now the property of the Dodge estate. We finished the day by spending an hour with the Link Trainer and having fun seeing charts of the work done by other students. It was a most worthwhile day.

- - Leora Stroup

All-Ohio Chapter - Eulogies to Mrs. King and Helen Curtiss whose untiring efforts made the 99 dinner and lecture of February 24 such a success. Our guest speaker, Mr. Gerret, gave a most interesting talk on meteorology. We were glad to have David Ingalls with us, who prolonged his flying trip long enough to stop in. There was a large representation from Akron, due no doubt to the boosting done by Marion Coddington, Joan Mostenic and Isabelle Chappell. Farewells are not easy to say to such a fine member as Marion Jackson; she leaves again to resume her studies at Stanford University, California. After a dinner given in her honor on March 13, we went to Florence Boswell's home to see movies taken by Helen Curtiss on their trip to the Miami and Cuban Air Races. Mrs. King returns from her flying trip east only to make plans for a trip she and Mr. King will take to Bermuda. To two of the grandest people we say, "Bon voyage!" Mary Winstanley could well go falling down stairs to the tune of "You're getting to be a habit with me" as she's had the bad luck to fall again. April days will find us going full sway again. We start with a lecture on April 3 on aeronautical insurance by Mr. H. B. Bennett. April 17, and May 1 will have a series of flying information talks by Mr. Cole. We heartily invite you all to attend.

- - Ann Barille

Missouri Valley Chapter - Although bad weather has kept most of us grounded the past month, some of our group have tried the skis again. The two Dorotheys seem to think that they had fun. One evening spent on navigation has been enough so far for us to find out what we don't know. Of course, we couldn't be at Belle's even for study without gathering 'round the festive board, too. The regular luncheon was held at Hotel Fontenelle on Saturday, March 11. The disagreeable weather that seems to be a special feature for our luncheon dates, has kept all of our out-of-towners except Dorothy Broadfield away.

- - Beatrice J. Mack

SOUTH CENTRAL SECTION

A section meeting was held at Fort Worth on March 4th, attended by section members Harriet Davidson of Albuquerque, who flew through in her Fairchild with a friend as passenger; Alma Martin of Shreveport, La.; Jimmie Kolp of Electra, Texas; Evelyn Sharp of Ord, Nebraska; Una Goodwin, our Governor, from Oklahoma City; Jean LaRene Foote of Dallas, and Abbie Dill Haddaway of Fort Worth. The meeting

was timed so that 99 members might also have the opportunity of attending the Southwest Aviation Annual Conference, held March 2, 3 and 4 at Fort Worth, which was addressed by such speakers as Clinton M. Hester, C. A. A. Administrator; Brig. Gen. Barton K. Yount, Asst. Chief, U. S. Army Air Corps in charge of training; and Col. John H. Jouett, president, Aeronautical Chamber of Commerce; on such significant subjects as "The College Flight Training Program"; "What's Wrong with the C. A. R.?" and "Civil Aviation and National Defense." The 99's had a breakfast-business meeting, and then, following a cocktail party Saturday evening at the Colonial Hills Country Club, 99 members joined with W. N. A. A. members, including Mrs. Moss Patterson, W. N. A. A. national president, and with other women visitors to the conference, in a festive dinner at which the atmosphere of Old Mexico prevailed in both the menu and decorations. Blanche Noyes, who was attending Conference sessions, spoke of women in aviation, and of her particular job for the C. A. A. of inspecting airport markings, which requires about fifty hours a month in the air. Blanche revived an old acquaintance with Abbie Dill Haddaway. When Abbie was a student pilot in 1927 in her home town of Cleveland, Blanche was flying for an oil company and the first woman ever to take a job of that type.

Gayle Horrall, Tulsa, had planned to attend the Section meeting, but instead suddenly left on a vacation trip to Florida and Havana, flying with friend husband in their Cessna Airmaster. Our flying sisters, Sally Duncan and Opal Ferguson of Coffeyville, Kansas, are concentrating on acrobatic training these days. When Tail Spin came to their local theatre, Sally and Opal were asked to help advertise the picture by doing some exhibition flying about town. Joining with them was Charlene Medsker, another local woman pilot, who is about ready to take her private test and whom we would be pleased to have as a member of this section. Our section welcomes new member, Helen Thevenot, lone woman pilot of Houston, Texas. Helen has a private rating and is a member of the Houston Flying Club, which has recently purchased a new Aeronca for the use of its members. Though Helen is laboratory technician and assistant in the office of Dr. Pratt, surgeon and C. A. A. Medical Examiner, she couldn't elude the flying "bug". Pilots coming into the office for examination, as well as the fact that the doctor is a National Guard pilot, influenced Helen's interest in flying, and she says she has never had a hobby in her 27 years from which she derives so much enjoyment. Helen has ambitions in medicine and is now taking pre-medical work. We must not forget Helen's compliment to the 99 News Letter, which was "I've never seen so much news in so little a paper." We feel sure Helen is going to be a boost to women in aviation in Houston. Edna Gardner Kidd, busy with her flying school, promises us some news as soon as she can find a little time. What with spring flying fever coming on, Edna, we're not optimistic about that news coming in, but we're very glad to know things are humming at Shushan Airport, New Orleans.

- - Frances H. Brown

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MIDDLE EASTERN SECTION - A section meeting will be held in Washington, D. C., on April 1-2. A brunch will be held at the Admiral Club at 11:00 A. M. Sunday, the 2nd. A feature of the gathering will be the viewing of Washington's famed cherry blossoms which are scheduled to be in full bloom at that time.

Washington-Baltimore-Richmond Chapter - We have been weather bound for so many week ends that it will be a novelty to fly once more, but now that the days are getting longer will be able to go out during the week and fool this fickle weather man. Have started our campaign for new members so the Washington group--Jo Busse, Harriett Sackett Black, Lydia Clement and Helen Frigo--were hostesses at a cocktail party on February 26th, to which the prospective members had been invited. The party was held at Jo Busse's apartment and we had a very nice attendance. We were happy also to have the pleasant company of our Governor, Dorothy Carpenter, with us. She really should be commended because it is a long drive from Allentown to Washington, particularly with the weather as bad as it was at that time. We are looking forward to meeting once more all the Section 99's at the April meeting, and if present indications hold true the cherry blossoms will be out in all their glory at that time. Lydia Clement is away for a month's vacation at her home in Charleston and may miss the cherry blossoms, but she'll get all the colored movies she desires of Charleston's famed magnolia gardens anyway.

- - Helen Frigo

Western Pennsylvania Chapter - As March winds blow, we're casting longing glances toward the sky. Real flying weather in this part of the country soon will be here! Our poet laureate expresses her thoughts this way:

"I'D LIKE TO FLY"

I'd like to fly to the stars and moon,
To glide into space beyond end,
To land in the Field of Infinity,
And find there a Flying Friend.

I'd like to fly right close to my goal,
Then loop, and roll, and spin;
I wish I could glide right into my soul,
Then I'd know if God were my Friend.

- - Leona O'Shea

From Miami, Ellen Smith writes that she's getting the "feel of the stick" again after her long illness, and has solo'd a Cub seaplane for the first time. She says, "How about getting Father Neptune to sign my log for seaplane landings on that Trophy in the Landing Contest?" Not a bad idea!! Marge McCormick brings back an interesting account of her winter vacation in "Dixie", and tells us that the new Waco she flew while there is everything an airplane should be. Marge also had the good fortune after the Mardi Gras, to renew her friend-

ship and spend a day with Harold and Mrs. Johnson of the famous Stunting Tri-Motor Ford. And, last but not least, a visit with her parents in Mississippi made her trip very complete. Irene Crum of Huntington, West Virginia, Vice-Chairman of Western Pennsylvania Chapter, is not only the proud owner of a new Aeronca Chief, but has taken over the distributorship for Aeroncas in her state. Irene expects to really "go places" with her new plane. After many studious hours, Teresa James of Wilkinsburg came through with flying colors on her written test for a Commercial License. Commercial tests "aren't what they used to be", hence our congratulations, and the best of luck on her flight test which is yet to come. Other than a few personal flights here and there, your reporter has nothing more to disclose. . . And now we're looking forward to the Sectional Meeting in Washington at Cherry Blossom Time.

- - Frances L. Allen

Eastern Pennsylvania Chapter - Spring, spring, beautiful spring. Wherefore art thou? Despite the low temperature of March the middle-eastern section of the 99's had a good showing at the Lancaster Municipal Airport on March 19. Lee Hazen flew in from Easton, Maryland, in a low-winged Aeronca; Mary Hoch came in in her Aeronca K, and Beatrice Hymen, of Wilkes-Barre joined us via bus. The library was started with two books, with the other two left on the bus. The books may be kept one month and then returned and circulated among the rest. Elizabeth Phillips, who returned recently from Sportsmen Pilot Cruise, was not able to be present and Dorothy Carpenter, Governor of this section, was also unable to attend. A delicious luncheon, with Helen Jones as hostess, was held at the General Sutter Hotel in Lititz, Pennsylvania. This was followed by a most interesting tour through the Sensenich Brothers Propeller Factory, the largest manufacturers of wooden propellers in the United States. See you all at the sectional meeting.

- - Helen Jones

METROPOLITAN - TRI-STATE SECTION - Ethel L. Fodders, our Buffalo member, flew her Fairchild to New York to attend the Twentieth-Century Fox dinner at the Waldorf and also was present at the Aviators' Ball. Other 99's present at the Ball were Viola Gentry, Paula Lind and H. Lucille Boudreau. The 99 meeting was held as usual the first Monday evening of the month at the Cafe Rouge, Hotel Pennsylvania at 6:30. Dr. Gross enlightened us on the subject of physical examinations. Twenty-five members were present. Better late than never! Patricia Thomas flew to Miami in an Aeronca on the Light Plane Cavalcade during January. She started the trip with a member of the stronger sex but unfortunately he became ill in Washington and she flew the remainder of the trip alone. Nico going! Magda Tisda is very active in a small flying club she has organized in Jersey. They had a dance this month to raise funds to buy a new cruiser for the Club. Alma Harwood and Ethel Peckham are visiting in Miami.

- - H. Lucille Boudreau

SOUTHWEST SECTION - Los Angeles Chapter - The March meeting was held at the lovely new home of Gayle Burns, still a "bride." It was a delightful evening, and the delicious buffet supper given by Gayle and Wilma Fritschy, hostesses, was a huge success. It was fun to see the girls waxing domestic, because our airport contacts are quite different, what with slacks, coveralls and parachutes for personal adornment, we lose sight of our inherent feminine capabilities. Wow! that's a lot in one sentence! Evelyn Kilgore showed interesting colored movies of the girls taken while at March Field recently. It was fun to see ourselves in "movies" and some of our fair members can easily vie with the lovelies of regular screendom.

Ethel Sheehy gave an interesting account of her glider flight recently. The first attempt was suddenly cut short by the cable which was attached to the car breaking when Ethel was about five feet in the air. She was told not to mind that, because the sturdy little glider was built to take such hard landings. Ethel, however, told the bright young man that might be true, but SHE wasn't built for such landings. The cable was repaired, and Ethel made three more successful flights. Says it's fun and hopes we can all try it some time.

Despite our unusually lovely spring weather, flying seems to be held in abeyance. Dorothy George and Wilma Fritschy did a bit of CXing to Palmdale. Dorothy Kinsman is back again after many months' absence, and it's nice to see her pleasant smile.

Just had word from Bessie Owen from Cristobal, Canal Zone. She says "Hello from half way around the circle of the Caribbean." Hasts la Vista!

- - Hilda Jarmuth