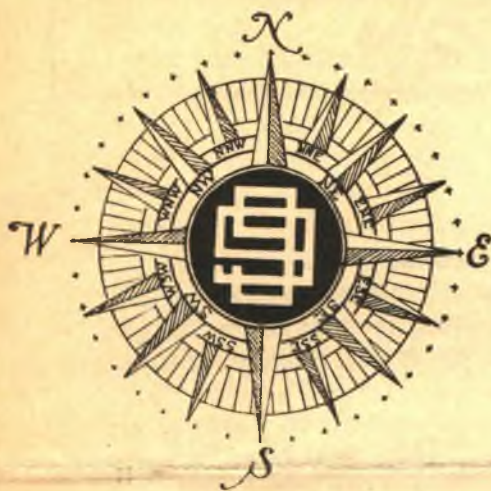


NINETY NINE



NEWS LETTER

March 15, 1943

NEWS LETTER EDITOR

Bettie Thompson, 724 North 63rd
Street, Philadelphia, Penna.

Deadline---5th of Each Month

NINETY-NINES

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS
Affiliated with the National Aeronautic Association

1025 Connecticut Avenue, N. W., Washington, D. C.



NATIONAL OFFICERS

Jacqueline Cochran . . . President
630 Fifth Ave., New York, N.Y.

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70 Cambridge Road
Grosse Pointe Farms, Mich.



U. S. MARINE CORPS WOMEN'S RESERVE
Women with Aviation Training may become Officers.
JOIN THE MARINES!

The U. S. Marine Corps is seeking approximately 9000 women for the aviation ground school, and word has been received that women with aviation training are being sought as officers.

Required qualifications for Officer Candidates are: U.S. Citizen. Age 20 to 50 years. College degree or 2 years college work, and at least 2 years of acceptable business or professional experience. Sound physical condition. Height at least 5 feet. Weight at least 95 pounds. No children under 18 years of age. Character and ability references.

Officer Candidates will be privates until completion of their preliminary course, and will then be known as Cadets until commissioned. Since the Marine Corps is a small, compact, carefully chosen unit, special capabilities can be quickly recognized and applied. If your experience is in a field of value to the Corps, you may be assigned to active duty immediately, or be given further training.

Qualifications for Enlisted Personnel are: U.S. Citizen. Age 20 to 36 years. Minimum of 2 years high school or business college. Physical condition, height, weight, children and reference requirements same as for Officer Candidates.

Specialized training will be available in many duties connected with aviation, for which women are especially required. Included among these are Aerographers, Link Trainer Instructors, Aircraft Mechanics, Parachute Riggers, Radio Operators, Radio Repairmen, and Aviation Storekeepers.

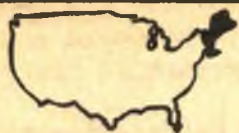
Reserve members receive the same pay as officers and men in like ranks. Allowance for uniforms of officers is \$250.00; enlisted personnel, \$200.00. Food and living accommodations are provided by the Marine Corps the same as to men. Complete medical, hospital and dental care is free for duration of enlistment. Family allowances are same as to men, and Government Life insurance is at same rates given to men.

Full information can be obtained at your nearest Marine Corps Recruiting Station if there is no office of Naval and Marine Corps Officer Procurement near you.



1942-1943 DUES NOT PAID?

If so be sure to send in your check for \$5.50 so as to include the \$1.00 payment required for renewal of membership by those whose remittances were not postmarked prior to March 1, 1943. See February NEWSLETTER.



NEW ENGLAND SECTION

NEW ENGLAND CHAPTER

By Constance M. Sheridan

Miriam Vanderslice, vice governor of our Chapter, presided at the meeting this month in the absence of Marjorie Davis, kept at home by a miserable cold. Several of the girls who were interested in joining Jacqueline Cochran's flight training program had gone to New York to be interviewed by Ethel Sheehy, leaving but twelve of us for dinner and meeting.

Christine Fernald, a teacher of languages at the high school in Lexington, was telling us of a new elective that she has taken on. It's "Aviation Science". The boys and girls in the group are delighted with it. They have constructed a baby "Link" model, and in it are learning many of the steps preliminary to actual flight.

Mary West is now working on experimental research at the Polaroid Company. She says the work is extremely interesting - but secret!

Earlier in the season Elizabeth Horton had done awfully well in a course in drafting. She is now working in the drafting department at Pratt-Whitney.

Charlotte Bassett's much loved Aeronca NC 26399 is devoted entirely to war work. It has already trained 80 flyers and has been affectionately dubbed "Black Maria".

As soon as eight weeks old, Alfred Castendyk is a little more independent, mother Ruth Ingalls Castendyk is going right after another flight instructor job.

It was nice to see Hortense Harris back in Boston. Everyone envied her being able to fly more or less freely out there in the Mid-West.

So many of the girls are unable to attend the 99 meetings for one good reason or another, that Marjorie Davis has devised a truly clever scheme to keep them informed of the interesting details of each meeting. With the announcements of a coming meeting, she is enclosing a tiny "Chapter Newsletter". It has made a great hit with the girls.



METROPOLITAN TRI-STATE SECTION

WESTERN NEW YORK CHAPTER

By H. Nestell

Despite transportation difficulties for widely scattered members, due to gas rationing, zero weather and worse than usual Western N. Y. blizzards, this Chapter has maintained monthly meetings and enjoyed exceptional speakers.

Robert Fausel, who is in charge of military liaison at Curtiss-Wright, told us of his experiences in China while there as a test pilot for Curtiss. Bob brought as guests Mrs. Fausel and Lt. Col. Boyd "Buzz" Wagner, holder of the D.S.C. and Order of the Purple Heart, and recently returned from action in the S.W. Pacific to be Army test pilot and engineer.

March 1943

Lt. Joseph Dotterwich, staff officer of CAP, spoke of his experiences in the three months he served on the Coastal Patrol.

Jack Woolams, chief experimental pilot for Bell Aircraft, stressed the importance of clear thinking and thorough knowledge of your aircraft in his "Tips to Pilots".

Myron Rosenblatt, CAA airport traffic controller of the Buffalo tower, outlined "Problems and Procedure of Airtraffic Control", stating the opportunities for women in that capacity.

Four members have been added to this Chapter: Betsy Wright, Pat O'Brien, Mary Margaret Woolams and Dorothy Blechstein.

Harriet Louise Urban, having completed seven months as flight instructor at Buffalo Airport, including lessons to four men who are now U. S. Navy flyers, is impatiently awaiting final okay for her entry into the WAFS. She has completed 35 hours toward her instrument rating, along with her regular duties.

Helen Koethen, the new chairman, has taken a new job as radio dispatcher of the Niagara Falls, N.Y., police department. She is sworn in as an officer of the law and wears an official police badge. She also takes her turn in the repair shop, helping keep the radio equipment in order. Helen had the thrill of directing the President of Ecuador and his escort on their tour of Niagara Falls.

Ruth Palmer is "up to her ears" in the point rationing, working on state wide dietetic committees in addition to instructing teachers and students in the Air Youth Program.

Margaret Mary Wollams got as far as Chicago, enroute to join her test pilot husband in California, when a change in plans returned them to Buffalo. She reports that gremlins in her Packard chased her all the way there and back. She also reveals that it's quite a trick to keep house with most of one's personal effects somewhere between the Atlantic and Pacific Oceans.

Arlene Parks, now Mrs. David Bateman, and her 49½'er, a chemical engineer, have moved to Syracuse, N.Y. Arlene was formerly secretary-treasurer.



SOUTHEASTERN SECTION

FLORIDA CHAPTER

By Dorothy Julian

You know, if you stop to think a moment, it's impossible not to feel that little surge of pride in your association with the girls who compose the membership of the Ninety-Nines. They possess an amazing amount of pep, vim, vigor and vitality. Each member seems to fill her unforgiving minute with sixty seconds worth of distance flown - and then successfully stretches the glide.

The more they do, the more they find time to do. Our February second meeting was held at the home of Marion Bertram in Coconut Grove, with Evelyn McRae presiding as Chairman. Members attending were Evelyn McRae, Pat Grant, Sarah Coston, Irene Haworth, and Marion Bertram, our hostess.

New members welcomed into the Ninety-Nines were Katherine Loft, Emma Penn, Dorothy Colburn and Ariel Vilas. And not the least important, two 49½'ers - Steve Grant and Addison Thompson. Welcome, Fellas!

Another mighty interesting individual, Mrs. Norton, the guest of Pat Grant, found time to relax a bit with the Ninety-Nines. Right proud are we to vote Nell

Behr into the Florida Chapter. This particular Behr seems far from hibernation this winter. Red Cross work, flying and the little Behrs keep her "On the Double"!

We vote honorable mention to Sarah Coston who journeyed all the way from West Palm Beach to attend her first Ninety-Nine meeting. Sarah ventures the suggestion that our next meeting be held in West Palm Beach.

We enjoyed Ethel Sheehy's too brief visit and regret that our chapter meeting did not coincide with her short stay in Miami. However I do believe that she succeeded in carrying off a number of our girls, to wit, Katherine Loft, Dorothy Colburn and Mary Clifford - possibly Ruth Clifford. They await orders to report to Houston, Texas, for flight training for the Ferry Command.

On the home front we find Evelyn McRae and Irene Haworth busy as little beavers with the Civil Air Patrol, and Marion Bertram reporting back to work at the seaplane base just two weeks after the accident in which her pride and joy, the little blue and white Culver Cadet, "Baby Dumpling", was a total loss. Marion, we are glad that you are well again - and sorry that "Baby Dumpling" is permanently grounded. By way of the grapevine, we hear that Vera Self is doing a splendid job with the A.T.C. in Jacksonville.

I nominate for the meanest thief - the person who walked off with my Amelia Earhart Bank from the Hollywood Airport, placed there at the request of the local flyers for the purpose of a 25¢ contribution in case of downwind, landings, etc. Hope a Gremlin gets him!! Evelyn McRae puts in a special plea for members who have not sent in the contents of their Amelia Earhart Banks for the last year to do so at once - send check or money order direct to Amelia Earhart Penny Bank Chairman, Dorothy Ebersach, 2906 Hawthorne Road, Tampa, Florida.

CAROLINAS CHAPTER

By Dot Scarborough

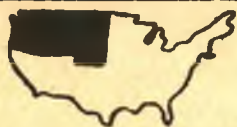
The Executive Committee of the Carolinas Chapter held a meeting on the first of March to discuss the plans for our quarterly meeting in March. Louise Smith flew down from High Point, and Bird Eaton drove on to Rock Hill to meet Betty Dunlap. From the reports, their plans seem very interesting and we hope we will have a large attendance.

Laverne Rehder wrote that she will be unable to attend because she is busy taking care of her new son whom the men at the CAP base have nicknamed "Gremlin Gus". Laverne's husband is on coastal patrol duty at the base.

Katherine Kneische says that she is working seven days a week instructing her students in Asheville, and her conscience won't allow her to leave them.

We hope that every other 99'er will be in Orangeburg on the third Sunday.

Congratulations to Betty Hamilton who is now the adjutant in the Charlotte Squadron of the CAP.



NORTHWESTERN SECTION

*Should be
North Central*

MICHIGAN CHAPTER

By Margaret Crane

Alice Hammond, who seems to be our favorite hostess, entertained at a supper party on February 21, honoring Ethel Sheehy who was in Detroit interviewing applicants for the Ferry Command. We also enjoyed meeting Ruth Thomas who is

stationed at Wayne County Airport as assistant airway traffic controller. She has been transferred from Memphis, Tenn., and we are glad to have her in our chapter.

We have two new members, Betty Wickman and Sylvia Dahmes, but one of them, Sylvia, is planning to leave for Houston to enter the Women's Flying Training Program before we have even had a chance to get acquainted with her.

We now have three members in training at Houston, Mary Jane Stevens, Jean Pearson, our vice chairman, and Betty Grohman, our news reporter. How about some news from Texas, Betty?

Babe Weyant has finished an assignment as CPT Link Trainer instructor in Chicago, and is now instructing in Memphis, Tenn.

We have decided to move our April meeting up to March 14 just in case these rumors prove to be true and we won't be flying in April.

EASTERN WISCONSIN CHAPTER

By Ruth Craine

It seems that as soon as we elect an officer we lose her. Now that Dorothy Christenson has gone to Texas, we elected Margaret Seip to take her place as vice chairman of our 99's. Since Margaret Bruns left for Sweetwater, Texas, to start training in the new ferry school organized there, we elected Caroline Feiling to be our treasurer. But we have no idea how long these girls will be with us. We keep losing one after another.

Dorothy wrote to Elsie, our chairman, stating that she is enjoying her work, which really is work. She is dead tired at the end of the day, but very happy. She survived the first session and is embarking on the second. Pat Hanley arrived safely February 15th to begin her work.

However, even with all these changes taking place so very rapidly, we continue to have our regular monthly meetings at which everyone makes special effort to be present. These meetings are made unusually interesting because Elsie Peters, our efficient chairman, writes a little news letter of her own each month and thus contacts all our absent members. They answer, and Elsie shares their fascinating activities with the rest of us.

INDIANA CHAPTER

By Bertha A. Topping

Since our meetings were cancelled for January and February on account of weather, gas rationing, etc., your Reporter feels there isn't an awful lot to write about except where the girls are and the branches of service they have entered.

Our State Chairman, Doris Schory, from Kokomo is taking a much needed rest and vacation in California.

Loretta Foellinger, from Fort Wayne, came breezing into the field Saturday and gave us some news from her town. Gene Garvin, who is in the control tower at Fort Wayne, has been accepted into the WAFS, and will be leaving in March to start training at Sweetwater, Texas.

Lois Purdy, state vice chairman, from Wabash, will be stationed at Sweetwater, too, as Ground Instructor.

Madge Rutherford, from Indianapolis, will be going soon to the WAFS. Madge already has her 330 H.P. rating from CPTP, secondary.

March 1943

Dorothy Hendricks, from Anderson, has been accepted into the WAFS, and will be leaving as soon as her 49ther receives his orders.

Claudia Smith has been transferred to Grand Isle, Louisiana, to be with her 48ther, who has been promoted to Captain and C.O. of the CAP base there.

Violet Harlow, Terre Haute, has added two more ratings to her credit. She now holds Ground Instructor's ratings in Navigation and C.A.R., and recently got her Commercial license.

Helen Daniels and your Reporter, Terre Haute, have passed their Commercial writtens, but have not gotten around to the Flight test as yet. Hope to do it soon.

Our next meeting is to be in Indianapolis on March 21st. Let's all try our best to be there, especially since so many are gone. Try to be there!



SOUTHWESTERN SECTION

SOUTHERN CALIFORNIA CHAPTER

By Betty Jo King

Well, the girls of "Sunny Southern California" - er-r-r Southern California, are keeping that old pace of hop, skip and jump. Consequently the most minute compass would scarcely suffice if attempting to cover our "gals'" present addresses.

For example, our new and most efficient "Prexy" is in Texas and will soon blossom out as a Link Trainer Instructor. Others in the four corners from whom we've heard or heard about: Evelyn Sharp is being stationed at Long Beach and is ferrying PT-26's to Canada. Pat Dickerson and Martha Lundy are in training at Houston for the WAFS. Marion Cooper is keeping us busy just keeping track of her. However, it is believed that she is now in Houston.

We've just learned of a new addition to our group in the person of a 24³/₄er, Fredric Lance Hulburd, son of Mr. and Mrs. Horace L. Hulburd. Welcome, little man!

We are very fortunate to have Mrs. Maxine Howard, acting assistant for Miss Cochran, at 110 North Flores, Los Angeles. Any girls who think they would like to have a talk about the WAFS, with the Women's Flying Course to accomplish first, will find in Mrs. Howard a ready friend and consultant. She stands ready to help either by mail or by phone - York 0478. So anyone who has been wondering just who to see, believe me, she is the one in Southern California.

Our very amiable and active Ethel Sheehy is also serving as a representative for Miss Cochran, and we understand on good authority that she is really seeing this country of ours - not by pleasure traveling but the kind which helps the wheels of the WFTC go 'round.

The Amelia Earhart award winner, the first person to receive it incidentally, Pat Thomas, will never let us down, for not so many weeks ago Bing Crosby invited her as a guest on his national broadcast. It is amazing how she backs up her fame with unusual abilities. Now she is busy as a flight examiner for some 65 Naval Reserve Cadets. Nice going, "Pat"!

At this time we pause for the familiar but necessary plea! Send in the news so this reporter won't have the blues, come next month. The address is easy — Pan American Airways System, Grand Central Airport, Glendale, Calif., to Betty Jo King.

This is thirty for now, but remember it is difficult to keep in touch with every one, so let us hear from you. Hasta Luego.

BAY CITIES CHAPTER

By Rita Hart

Your Reporter has finally acquired a typewriter - vintage of '76. This should be good news to the Editor, who no longer will have to decipher illegible scratchings.

Our Chapter has stopped formal meetings for the duration. Most of our members are either in the training program in Texas, or have moved to inland towns where flying is pe missible. The girls who remain here find it difficult to cope with dim-out zones, gas rationing, and traffic congestion. So, for the present, we will meet when and where we can, - at luncheons or by overnight visits. In that way we can keep in touch, and read the letters received from our absentee members.

We have had recent letters from Ruth Rueckert, Dorothy (Louise) Coleman, and Betty Eames, giving sidelights on what's cooking in Texas. From Ruth (quote), "I love the drilling and calisthenics. Radio is fun. Math a repeat, and interesting. Theory of Flight is grand. Splendid instructor, who is good at explaining, and takes time to see that we all understand. Housing is excellent, and food good."

Dorothy Coleman writes of the intricacies of cross-country flying in flat plains country. She longs for a tree or a hill, or anything that will provide a check point. She works hard and is happily absorbing knowledge. Says, when the girls complete the course they will be really educated.

Betty Eames is on the editing staff of "Finella", the newspaper that keeps tab on activities of feminine gremlins. I bet she is busy.

Please write often, you girls who are in the training program. We enjoy your letters, and pass along the news items. About all the hangar flying we get is when one of your letters arrives, and we all rally around. Don't forget to keep Adele Chase posted on the news. She is still in Berkeley Hospital.

Evelyn Esser took her physical examination at Hamilton Field last Sunday. She is scheduled to enter the March class at Houston. 49½'er Leo has been quite ill, but is now well enough to get back to his war job.

Ruth Wakeman is busy working for the U. S. O. and the rationing board, and also doing some airplane spotting.

Marjorie Fauth has one of the most interesting offices in San Francisco. It is twelve floors up, overlooking the waterfront and Treasure Island. Marjorie has an orchestra seat for everything exciting, either on the water or in the air.

Lillian Anderson drove in from Livermore on Thursday, to attend the CAP meeting, later stopping for the night with Rita Hart. Lillian is having much difficulty, trying to feed 400 T.B. patients the meat the doctors order. Join the Army, Lillian. Get at the business end of a gun and go out after your own meat. You can make "Jerky" out of Japs.

Alfred Owles is running a series of aviation pictures in the Sunday Chronicle. The present series is on Allied ships, and even in black and white they are wonderful. They are photographically accurate, and so alive one wants to duck out of range. Home town gals, watch for them in the "This World" section of the paper.

No reports from Vilma, Olive, the Adriennes, or any of the other girls. Perhaps they just don't live here any more.

Now to my rusty typewriter, to see if my rusty fingers can still pick out the keys.



AIRPORT FENCE

Dear Bettie:

You can see by the letterhead that we are a different school now. I'm director of the Air-Mar Navigation Schools, Franklin Institute, Philadelphia, Pa., so it is my own "problem child", and I'm really having a swell time with it. I have a staff of five Naval officers (all graduates of the USNA), and one civilian (head of the Weather section here at the Institute). All navigation courses are taught by Navy men.

We've really been busy since organizing in September. We graduated no less than 155 gals and men the first of January, and now have 153 students in classes, and do we make them work! The new Air Navigation course is really neat-- we had five of our last graduates take the ground instructors exam, and they passed it easily, saying it was far easier than the course, so I think they are all well trained. I hope some of the girls will be good 99'ers after they get enough time to get their privates.

We sold our Cub to a Navy training program because we felt it would do more good there than sitting around waiting for the little flying we could give it. So far I haven't been able to get west enough to have any time, but I hope to soon. I still belong to CAP, but being in here for classes the nights of the meetings doesn't help me to be very active. I hope to remedy that soon. I also expect to do a little instructing for one of the units this spring (my secretary has been doing some too).

I would like any 99'ers who might happen to be in Philadelphia to feel free to come here to see me, and I'd be very glad to show them around some of the Institute. There is so much here of interest to aviation.

As always,

Irene Blasdel.

Carolyn J. Dingman writes that she is leaving Syracuse to take a position as a Link Trainer instructor, but does not give her destination.

Dear Reporter:

Do you want a little news from one of your roaming members: Some of this happened quite a while ago, but it still will be news to many of my North Carolina, Washington, D. C., New York and Wisconsin 99'er friends, so here it is.

In August I signed up a new 49½'er for our club. He's a pilot, of course, and was instructing CPT at Schenectady, N.Y. In November we flew via airline to Seattle where a new job with Pan American was waiting for him. As soon as he receives his instrument rating he'll begin flying from Seattle to Alaska. His name-- John A. Disbrow.

Since I've been here the Seattle 99'ers have had a dinner-meeting at which Peggy Calhoun of the California chapter and I were guests. The Seattle members present were Irma Wallace, Clayton Patterson, Dot Williams, and Mildred Merrill. We all had a wonderful time.

I'm sorry I don't know the name and address of the New York NEWS LETTER reporter. I'm enclosing a penny post card. Won't you send me your name and address, please, so I can send my news directly to you? I hope to have some even more important and exciting news for you next month.

Sincerely,

Ginger Sweet Disbrow

% Pan American Airways Oper's.

Box 3628

Seattle, Washington.

Elizabeth S. Folsom is a Link Trainer instructor at the Ford Bomber Plant.

HANGAR FLYER

Desk Pilot Dottie was told by her boss to write a letter to the aviation supply company, that the box of bolts which had been ordered from them had come through without threads and were therefore not usable.

Dottie wrote, "Dear Sir: The bolts you sent us have no threads and can't be used. PLEASE MAIL US THE THREADS AT ONCE SO WE CAN USE THE BOLTS!"

(Editor's note: We didn't believe this one either, but the person who told us swore it happened.)

New member of the Grmlin tribe: the Ickwadget. He's the one that retracts the landing gear up in the fuselage seconds too soon on your fancy takeoff, with the result that you slide down the runway at 80 peer, scraping all the paint off the ship's belly, and scattering nuts, bolts and rivets all over the airport, plus a few other items.

NEW MEMBERS 1942-1943

(Continued from February Letter)

Miss Adele Frances Beyer, 5324 Oak, Kansas City, Mo.
Miss Dorothy L. Blechstein, 366 Lincoln Pkwy., Buffalo, N.Y.
Margaret Ida Bruns, 2054 S 62nd St., West Allis, Wis.
Mrs. Camilla Canfield, 3821 Hamilton Dr., Ft. Worth, Tex.
Miss Paulette D'Avril, 49 West 32nd, New York, N.Y.
Irene May Gardner, % Princess Hotel, Corpus Christi, Tex.
Miss Reanie Haynes Glasscock, 498 Moran, Stamford, Tex.
Emma Edwards Leavenworth, 2202 - 2nd Ave., W, Seattle, Wash.
Miss Mary Ann Luckett, 1232 So. Center, Terre Haute, Ind.
Mrs. Maisie G. Mahaffey, 531 W Meeting, Lancaster, S.C.
Mrs. Beulah Ragon, 900 S Pennsylvania, Denver, Colo.
Mrs. Alice O. Robbins, 203 W. 18th, Wilmington, Dela.
Miss Dorothy M. Robinson, 904 Division, Yakima, Wash.
Miss Lydia W. Rotch, Middleboro, Mass. Calif.
Miss Flora-Deane Russell, 981 Fremont, Santa Clara, /
Miss Sylvia Schwartz, 3200 Buena Vista Ave., Detroit, Mich.
Mrs. Elva Marsh Shoemaker, 3560 Wyoming, Kansas City, Mo.
Miss Florence G. Shutsy, R.D.1, Box 31, Connellsville, Pa.
Miss Mary Elizabeth Stone, Louisiana Apts #4, Beverly Park, Alexandria, Va.
Abigail Codman Temple, "Templed Hill", E. Pembroke, Mass.
Mrs. Adele Stocking Thompson, 415 South Fifth, DeSoto, Mo.
Mrs. Patty Tomlinson, Worth Hotel, Rm. 1508, Ft. Worth, Texas.
Mrs. Evelyn Lacy Trammell, P.O. Box 132, Yukon, Fla.
Mrs. Ruth Grimm Trees, 319th AAFFTD, Municipal Airport, Houston, Texas.
Miss Alice Tully, 480 Park Ave., New York, N.Y.
Mrs. Ruth Thompson Underwood, 3222 Avenue I, Fort Worth, Texas.
Mrs. Johnetta B. Pinneo Warren, 1900 F St., N.W., Washington, D.C.
Mrs. Virginia Huse Weidenkopf, 3512 Santiago, Tampa, Fla.
Miss Mary West, 222 Chestnut Hill Rd., Newton, Mass.
Mrs. Elizabeth S. Wickman, 460 N. Woodward Ave., Birmingham, Mich.
Mrs. Harley Davis Wood, 1136 Garden, Hoboken, N.J.
Mrs. Mary M. Woolams, Hennepin Manor, 8300 Laughlin Drive, Niagara Falls, N.Y.
Elizabeth Ann Wright, 4931 Sheridan Drive, Williams-ville, N.Y.
Miss Tommie Edith Wynn, 2120 - 20th St., Lubbock, Tex.

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BUY UNITED STATES
DEFENSE BONDS AND STAMPS

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