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Thousands of Hours

At least one out of every ten women licensed to fly an airplane today holds a transport pilot's license. Within 4½ years the number of woman transports has increased from 2 to 63. And, since it is flying time that tells the most convincing experience story, this steadily mounting total of women who have flown at least 200 hours apiece, hold the highest class of flying license and are qualified for commercial piloting, is a definite index to the rate of progress of women in flying.

Phoebe F. Omlie... Transport 199

Ruth R. Nichols... Transport 326

There you have the list - all of it - as of January 4, 1929. The total number of woman pilots then came to 34. By June of 1933 the total has gone to 600 and the number of woman transports to 63. In other words not only are there nearly 18 times as many woman pilots but there are 31 and a fraction times as many transports. And the transports to pilots ratio of 1 to 17 as of January 1929 has been revamped until it reads 1 to . . . to be exact about it. A conservative estimate of the total flying time of these 63 woman transports would come to around 40,000 hours since 200 hours is the minimum time requirement and at least 10 hours within each aircraft classification for which renewal is desired must be flown within every 6-month period. A dozen of the woman transports are well into the 1000 hour class, and some 30 more have around 500 hours to their credit.

Detailed statistics of the rate of increase are available only up to August 1930. During the first six months of 1929 the number of woman transports mounted from 2 to 7, with the grand total of all woman pilots at 70. In February 1930 the number of transports had doubled, with 134 as the total of woman pilots. By August there were 24 transports, or almost twice again as many, and 270 women pilots.

The first 7 in the order of their transport licensing were: Phoebe Omlie, Ruth Nichols, Lady Mary Heath, Amelia Earhart (Putnam), Edith Foltz, Louise Thaden, Evelyn Trout. The next 17 in approximate chronological order, as determined from current accounts and license numbers, are: Margaret Perry (Cooper), May Haizlip, Jean La Rene, Vera Dawn Walker, Blanche Noyes, Gladys O'Donnell, Sacha Peggy Hall (Martin), Mildred Kauffman, Frances Harrell (Marsalis), La Velle Sweeley, Edna Coulter, Laura Ingalls, Elinor Smith, Betty Huyler (Gillies), Helen Cox (Clohecy), Alicia Patterson (Simpson), Beryl Hart.

The list reads almost like a Who's Who of noted woman pilots. Mildred Kauffman and Beryl Hart lost their lives while flying. Vera Walker is too ill to fly just now and Lady Heath's license is rated private at present. But the other 20 out of the 24 women who won transport licenses during the period when flying for women first showed concrete signs of looking up hold transport licenses today. And many of the 42 who have come along to swell the transport total are already in the veteran pilot class from the point of distinguished achievements as well as flying time.

(Corrections, noted in Paragraph 4, will be appreciated)

Young Henrietta Came out of the West

With an entry list longer than any other closed course race for women on record, the Annette Gipson All-Woman's Air Race on June 4 was an event of real significance. Put on by a woman, financed by women, with its course directed largely by women and flown to a finish by 19 women, it gave fine evidence of initiative, executive ability and participatory interest in flying events. The 19 entrants hailed from 6 different states, with 8 transports, 1 L.C. and 10 private pilots among them. Twelve of the women flew their own ships in the two-lap handicap race over a 45-mile triangular course from Floyd Bennett Field, Brooklyn, to Valley Stream, L.I.

Henrietta Sumner, private pilot of Los Angeles and Akron, Ohio, finished first and won a prize of \$500 in her Travelair J-5. She

started 17th. It was her second race and she came solo all the way from California to fly in it. It was also her second win since she captured the Margaret Cooper Trophy Race at Bakersfield last month. Frances Marsalis, transport of Valley Stream, L.I., co-holder of the woman's duration record, 10th to start, finished second in a Waco F and won \$200. Jessamine Goddard of New York City, 18th off, won 3d place and \$100 in her Warner Monocoupe; and Mary Moore Sansom of Hartford Conn., 7th off, won fourth prize of \$50 in her Warner Fleet. Viola Gentry in her first race after her fine comeback came in last and won a bronze statuette of the Birdman, which Annette Gipson had had made up as a consolation prize, as well as a generous two-week's supply of gasoline donated by I.J.Fox. Edna M. Gardner and Betty Gillies, 5th and 6th in, received silver fox furs, and the remaining entrants received souvenir tokens.

Amelia Earhart lowered the green starter's flag for each flier in turn and Ruth Nichols acted as chief scorer. Last year Annette Gipson organized single-handed a similar race, but it was co-educational. She proposed at a 99 meeting to put it on this year as a woman's race, and received enthusiastic approval for the idea as well as designation as a 99-invitation event. Mrs. I.J.Fox, contributor of most of the prizes, was chairman of the contest committee.

A crowd of 30,000 witnessed the race, as well as other events, including an excellent stunting exhibition by Mary Moore Sansom, transport. The entrants in the race were lavishly entertained with a theatre party, a dinner dance, a luncheon at Floyd Bennett Field given by Amelia Earhart, and a banquet at the Half Moon Hotel at Seagate, L.I., given by Mrs. I.J. Fox.

#### Flying Teacher

(Item III - Bread and Butter and Aviation Series)

Erna C. Bach won her private license on April 25, 1931, and her transport on July 16, 1932, just four days after her 18th birthday. Last November she began instructing students and now teaches all those who wish to learn to fly at Monterey Airport, Monterey, Calif. So far she has instructed only men. Three have stayed with her past their solo flight, one of them through his license test. She also gives ground instruction and has been training a prospective L.C. on engines and airplanes. All in all she must be kept quite busy as she also does all passenger hopping and a few cross-country trips out of the airport.

She reports that she likes to instruct if she "trusts the ship and the motor and the student is not too dumb." One old foggy, it seems, was so slow to comprehend that he did not know that when she told him to keep the nose on a point on the horizon it was to enable him to fly a straight line. He followed said point even if it went right under him.

#### Airline Distance Records

Harriet Quimby, first American woman to rate a pilot's license, in April 1912 probably made the first distance record as well as the first Channel flight by a woman. In 1913 the Baroness de la Roche, first woman to hold a pilot's license, won the Coupe Femina for a flight of approximately 160 miles in 4 hours' time. Then early in November 1916 Ruth Law set a new non-stop distance record for both sexes by flying 690 miles from Chicago to Hornell, N.Y.; time 5 hours, 45 minutes. In a flight to Binghamton, N.Y., from Chicago in 1917 Katherine Stinson boosted the American non-stop record to 783 miles.

In August 1929 Lena Bernstein set the first official woman's airline distance record by flying 1,409.27 miles from Istres, France, to Sidi Baramy, Egypt, in a Caudron plane with a Salmson 40 h.p. motor. Maryse Bastie, her standing competitor in record affairs, in June 1931 made a distance record in a Klemm with a 40 h.p. Salmson, of 1849.-.763 miles from Le Bourget to Urino (Russia). This still stands as an international record as well as a feminine record for light airplanes. Ruth Nichols, in a flight of 1977.6 miles from Oakland to Louisville, set an airline distance record for women in a Lockheed with a 650 h.p. Wasp which stood from October 1931 until August 1932, when Amelia Earhart flew 2,447.8 miles from Los Angeles to Newark to a new record in a Lockheed motored by a 450 h.p. Wasp.

To Date Data on Woman Pilots (Total 600 ---- 63 Transport - 42 Limited Commercial - 1 Industrial - 16 Solo - 478 Private)

Our record checked against the last Department of Commerce list of woman pilots sets the current total at 600, which classifies as indicated above....The list of transports is minus 1 and plus 3. Edith E. Descomb of Hartford, Conn., is the newest transport and the list shows

that Julia V. Whittlesey of Pt. Edwards, Wis., has boosted her private rating to transport, and that Edna H. Coulter of Williston, N.D., who first won her transport license in April 1930, is back again in the ranks of the transports....The L.C. list is minus 4 and plus 4. Mary W. Nicholson of Greensboro, N.C., and Fleur-de-Lys Scher of Brooklyn, N.Y., are the most recent graduates from the private into the L.C. class; and according to the list Edith E. Bond of Santa Cruz, Calif., and Mary W. Riddle, of Hoquiam, Wash., former privates are now both L.Cs.

BE SURE AND REPORT NEW LICENSES AND RATING CHANGES TO the NINETY-NINER.

#### Reports from Meets and Shows

Clema Granger won the woman's race and the Silver Cup at the Long Beach Air Show on May 28. Other entries were Kay Van Doozer and Edna Crumrine. Gladys O'Donnell won the big free-for-all event. About 22 of the California 99's were present at the Show.

Helen MacCloskey of Pittsburgh won the woman's 50-mile handicap race at Langley Day, College Park, Md., in her Velie Monocoupe. Johanna Busse of Washington, D.C., came in second and Grace Raezer of College Park, third.

The Hartford Air Meet, with Mary Sansom handling the publicity, was a huge success. There were some fine stunting exhibitions and all the events went over in great shape. New England 99's were well represented.

Betty Lund will be woman acrobatic pilot in a series of air shows conducted in a number of important cities by the American Air Race Association which is staging the American Air Races in Chicago, July 1-4.

Emma G. Encinas, whose street is San Luis Potosi and town Mexico City, it seems, stunted a Fairchild biplane in Air Week early in June. It was the first time in the history of Mexico that a woman took part in the meet.

#### Flying News Notes

Margaret Cooper, Edith Clark, Clema Granger, Eliotte Roberts and Vi Netta Sloane recently participated in the Boulder City Air Tour. The fliers took off from Los Angeles on a Saturday and flew to Boulder City, Nevada, where they viewed the Hoover Dam. While there the 5 women entries visited the state's resident aviatrix, Kay Harkness Park, who is a bride of 3 months....Two more women pilots committed matrimony recently. Aline Rhonie, transport of Warrenville, N.J., married Reginald L. Brooks, sportsman-pilot; and Thyra Merrill, L.C. of Palo Alto, Calif., eloped to Reno to marry William Blackstock Maitland, a mining engineer; whereas Ruth Marshall, L.C. pilot and chairman of the Northern Chapter of the Southwestern 99's, has announced her engagement to Fred Rueckert, also a pilot....Adoree Neville has been appointed official aviation hostess for the St. Francis Hotel in Hollywood, Calif. She expects to be particularly busy July 1-4 during the National Air Races....Mary Nicholson, governor of the Southeastern 99's, is flying passengers at Winston-Salem (N.C.) Airport on Sundays since passing her L.C. test....North Carolina's 4 licensed woman pilots went to Asheville on June 9 for the Business and Professional Women's Clubs' state meeting. Mary Nicholson conducted the round table on aviation; Gene Benson discussed "Positions for Women in Aviation," Dorothy Speas gave "Some Personalities among Women Fliers" and Louise Derby, who is just a few months over 16, gave "Learning to Fly." ....Leah Zeigler, who is finishing her 3d year at South Carolina University expects this summer to build up enough time to re-instate her private license from solo....Faye Benson, sister of Gene Benson, North Carolina private, has enrolled for flying lessons and hopes to get her license this summer....An item in last month's news notes was clipped off too soon in the stenciling process. It should have read: Anne Lindbergh, who allowed her license to lapse has resumed her solo flying with a private license in view....May Haizlip, transport and woman's speed recordess, recently visited California....Sally Toney who has been flying California, has returned to Detroit to join her husband....Mildred Wright has returned to St. Louis after an extended visit in New York City....Ruth Kitchel, Chicago transport, has had her Travelair completely gone over and put into first-class flying shape....The Women's National Aeronautical Association's annual meeting will be held at Chicago at the Palmer House on July 5, 6, 7. Members of 99 are welcome both at the meetings and the annual banquet at which Ruth Nichols will be a speaker. The organization is a member of the National Council of Women, which is conducting an International Congress of Women at Chicago in July, and will have space assigned to it for exhibiting women-and-aviation material at the World's Fair....Mary A. Campana, private pilot, has, according to the New York Times, set a duration record of 13 hours for one class of light planes in a Taylor

Cub Monoplane over Youngstown, Ohio....New England 99's turned out on a quantity basis at East Boston Airport on May 28 to look over the new Boeing low-wing transport, with a "dog fight" between an Auto-gyro and a Kitty Hawk on the same menu....Helen Richey, McKeesport (Pa.)L.C., while in New York for the Annette Gipson All-Woman's Race, drew a ticket for flying 700 feet over Coney Island. Here is hoping she got away with the usual But-you-see-Mr.Policeman-I'm-from-out-of-town alibi....Recently Emma Encinas of Mexico City flew over the twin volcanoes Popocatepetl and Ixtaccihuatl at an altitude of 22,000 feet and took a looksee into the depths of their craters....Margery Brown of New York and West Virginia stopped in at Pittsburgh Municipal Airport recently on the trail of making her Solo license again Private. She reports that the force at the airport was particularly helpful in such matters as providing rudder extensions and extra pillows in keeping with her size as well as a parachute. When she has enough time booked to hold her private license intact for 2 years she will sail on the Dollar Line for a trip around the Globe which will include Samoa and Australia as well as the more beaten track points of call.

#### ABOUT THE NINETY-NINES

The annual meeting of 99 will be held on July 3 at the St. Francis Apartment Hotel, Hollywood, Calif., during the National Air Races. As many of the active members of 99 as possible are urged to attend the business meeting and banquet. The California 99s will provide transportation to and from the St. Francis, 99 headquarters, during the Races. Airport headquarters will be at Georgialee McGaffey's office (Bird Flight Service). There is still time to send in suggestions for topics to be taken up at the meeting to your local governors.

N.B. This month's New Members List as well as the continuation of the alphabetical list of Active 99 Members and the 99 History must needs be postponed until next issue due to a hangup in the mails, not to mention chronic lack of space.

#### Sectional News

North Central Section. "On Saturday, June 3, the North Central Section had a fine luncheon meeting at the Municipal Airport in Cleveland. Nine girls flew in from Detroit and nearby Michigan cities, and 16 Ohioans turned up for the meeting. Major Berry, airport manager, welcomed the 99s with a few words of appreciation of women's part in aviation. A talk by Captain C.D. Barnahill of the National Guard was also enjoyed as well as a splendid two-reel movie "Anchors Aweigh", an epic of the U.S. Navy, shown with explanatory comments by Mrs. D.T. McElduff, wife of the U.S. Commander." Alice C. Hirschman, Recording Secretary

New England Section. "This section held its May 27th meeting in Manchester, N.H. Bernice Blake, who does all of her flying there, was the hostess. Members present were Maude Tait, Bernice Blake, Dolly Bernson, and Mildred Chase. Mildred and Dolly went up in a Buhl Cabin ship owned by Dolly and flown by "Shorty" Leckshire. The weather was terrible all the way up and worse coming back. It was impossible for the girls in the southern part of this section to get there. We finally got a peek at the new 99 uniforms. Bernice Blake made a good model."

Mildred H. Chase, Sectional Reporter

Southwestern Section. Genevieve Haugen is the new chairman of the publicity committee for this section, which is busy preparing to welcome 99s from all over the country to the annual meeting and the Air Races.

New York-New Jersey Section. "Twenty-three 99s attended the luncheon by this section for visitors from Pennsylvania at the Hotel St. Moritz on Central Park South, where Room 209 has been set aside as 99 headquarters by courtesy of the Manager. Dorothea Leh of Allentown, governor of the Middle Eastern section, Sylvia Anthony Nelson of Ardmore and H. Lockhart Cortright of Bethayres were the honor guests....At Hangar 20, Roosevelt Field on June 16 at 9 p.m., this section is giving a benefit party whose entertainment features include roller skating, dancing, lucky number skates, games, free treasures. Betty Huyler Gillies is chairwomaning the affair. Tickets may be secured from any Ninety-nine or at the door." Novetah Holmes, Sectional Reporter