

Wasp Newsletter



APRIL
1946

COVER DESIGN by BETTY WILLIAMS

WASP NEWSLETTER

VOL. III

NO. 2

Order of Fifinella

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The WASP NEWSLETTER is published bi-monthly by the Order of Fifinella. This organization was formed prior to inactivation of the Women's Airforce Service Pilot program, December 20, 1944. It is legally incorporated under the corporate seal of California. This publication is devoted primarily with the activities of the Wasps and other pertinent information regarding "women in aviation".

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LETS MAKE SAFETY OUR CONCERN

Gloria Heath 44-5

Safety in aviation means more than safe flying habits. As WASPs we established an excellent record, flying 60 million miles with only 402 accidents. Knowledge of safe flying habits will carry over to civilian flying. Knowing our own limitations, when to use carburetor heat, when to use flaps, etc. are considerations of utmost importance but by themselves are not enough. It has been predicted that in the year 1955 if the present accident rate in aviation continues, there will be 5000 fatalities involving 50,000 airplanes. This alarming trend must be intercepted and to do this effectively the concerted efforts of every person in the country interested in the progress of aviation is needed. Safety implies a constant awareness and voiced opinion in such manners as airplane design and cockpit construction, of movements and drives of aviation organizations in the interest of safety; it implies a constant awareness of the limitations of OTHERS. To be really concerned with safety we must project safety into every conceivable activity connected with aviation.

On a December day two years ago a pilot spun in near Minden, Nevada. It was the opinion of the C.A.B. investigator that "this accident would not have been fatal had the seat not broken entirely loose at the time of the impact." (1) The research in crash injuries has come far in these two years, principally through the work of Hugh DeHaven of the Cornell University Medical College. But have we seen any remarkable change in cockpit construction? Every week we hear of crashes in which the plane remains practically intact, but with no survivors! Very rarely reports come in like this one: "Plane struck high tension line and crashed. Damage to aircraft was very severe--injuries consisted of a few bruises and contusions." (2) Through exhaustive research Mr. DeHaven has exposed the fundamental causes of injury in airplane accidents, but the "built-in" causes of injury have not appreciably disappeared. The Minden, Nevada accident and others like it show the predominance of head injuries. If the head can be stopped from contacting forward structures,

the chances of survival will mount spectacularly. Death occurs in most otherwise survivable crashes because cabin occupants are thrown violently against instrument panels, seat backs (in the case of tandem craft) and cross braces. Mr. DeHaven's research points to the necessity of strong, secure seat structures and safety belts fastened permanently to the seat. Shoulder straps help save lives; evidence shows they will NOT snap your neck.

Designing instrument panels and cross braces is still another side of safe cockpit design; no knife edged panels, protruding knobs,



A blunder is the result of acting before thinking--not only in flying.

hidden cross braces (An apparently harmless panel with no hard structures in view, but with a dangerous construction of braces behind the panel).

If the front seat of tandem craft could pivot forward, the rear seat occupant could not ever strike it, in anticipating a crash. If some method of locking the wheel in the full back position could be found, occupants would not be thrown against the panel. The chance of survival is greater the farther back the airplane seats are from the nose of the ship.

Manufacturers are now originating more new designs for pleasure craft than ever before and seem to be responding to desires of future customers. In the light of Mr. DeHaven's testimony, much criticism of these models can be voiced in the interest of safety. While affording "green house" vision, pusher type propellers push the cabins to the very front of the ship- the worst place to be in case of crash! PEOPLE ARE GOING TO CONTINUE TO CRACK UP AIRPLANES. How many can we save by raising our voices for provident design!

We all know we must be vigilant in our flying. How much more so when as instructors we help to form the habits of others. A disrespectful or uninformed pilot is a built-in-hazard in any airplane. For those who may be instructing it would be well to note the predominance of spin stall accidents and be alert to various means of preventing them. A stall warning indicator approved by the C.A.A. has been developed by Dr. Leonard Greene who will soon be producing them in quantity. These are a must for every airplane to reduce the toll of a vicious killer. Taxi accidents, believe it or not, stand high in the yearly list. The causes are often "hidden" and do not always imply careless piloting. "A plane was taxiing on the ramp of a field and hit a large stick. The stick was caught by the propeller and thrown against the wing," injuring no one, yet inflicting damage on the airplane. Many of these so-called "minor" accidents can mount up to a general prejudice against flying and a poor opinion of flying safety.

Aviation organizations have been trying to combat this prejudice for many years. The National Aeronautics Association, Air Safety Division, has launched a new campaign. Through an Advisory Council made up of large national organizations such as the C.A.A. C.A.B. National Safety Council, United Pilots, and Mechanics Association, Airplane Owners and Pilots Association, Aircraft Industries Association, etc., it has set up standards for good operating practices at airports. An award will be given at the end of the year to those airports meeting the minimum requirements for safe operation. Judging committees will be formed at the state level (by member groups of the Advisory Council appointing state representatives). Here's an opportunity for us to do something concrete and immediate in the interest of safety. These state committees will need help in judging the airports and in spot checking the judges already appointed. Those of you who would like to work with the N.A.A. on this project may offer your services to the Director of Aviation in your own state. He will know best where your services can be used to the best advantage.

(Continued on next page)

Your efforts in all aspects of safety and aviation are seriously needed. Your effectiveness as a promoter of safety will be a personal factor. If you ever feel the need of an incentive ask yourself "Why shouldn't we make safety our concern!"

Footnotes:

1. Jesse W. Lankford, Director, Safety Bureau, C.A.B., "Certain Comments on Cockpits", pg.2.
2. National Research Council, Division of Medical Sciences, Committee on Aviation Medicine, "The Relationship of Injuries to Structure in Survivable Aircraft Accidents" Report No. 440, pg. 42.

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AIR POWER LEAGUE

The Air Power League is conducting a campaign for the Unification of the Armed Forces. President Truman says, "I urge this as the best means of keeping the peace." General MacArthur says, "In Unity will lie military strength." General Eisenhower says, "Lest we lose the Peace we have so dearly bought."

Remember those words..."Let's do something in return." Here's a chance for those of you whose thinking is in line with this point of view. In a previous issue we published a copy of a letter which the New York Chapter sent to their Senators and Congressmen re: Separate Command for the Air Forces. This is closely allied, but much more encompassing.

Information on this program, the legislation, its responsibilities, and its benefits is available at the Air Power League, 350 Fifth Avenue, New York City, N.Y. They are sending to all WASP chapter chairmen and Advisory Board members information regarding this program and a Women's Club Kit. The purpose of sending these to them is that it is felt they will be able to contact and distribute these information kits to key club women in their communities. The cover letter will explain the purpose and scope and approach of the program.

Here is an opportunity to be directly effective in an area in which you are known. Your contacts and voice are valuable and respected.

Editor's Note: This is not an affiliation with the Air Power League but a plea to you to inform yourselves on this urgent question and take ACTION.

* * * * *

So you think you can loop an airplane....well try this...in 1924 Mme. Adrienne Eolland set the record with 212 consecutive loops.

* * * * *

NEW YORK CHAPTER

The New York Chapter held its second meeting on the 26th of January in a private room at the Old Brew House on 54th Street and 3rd Avenue. Forty nine WASPs attended, with Mrs. Thurman Bane, as the guest of honor.

At lunch Peg Helburn, Chapter Chairman, called the meeting to order and Gloria Heath, Acting Secretary-Treasurer, gave out changes in the Civil Air Regulations to all present. Chapter dues of \$1.00 were collected.

Peg then read news from absent and distant WASPs and then turned the meeting over to Gloria who called particular attention to a few of the more important changes in C.A.R. shown in the booklet.

Clara Jo Marsh, National Chairman, reported for the committee headed by Margaret Moore to investigate the GI Bill and possible inclusion of WASPs. The committee found that a bill for WASPs, similar to Merchant Marine and C.A.P. bills is neither desirable nor likely to get action at this time. The above two bills have never gone beyond "committee" and will probably be dropped due to pressure of national and international matters in Congress.

Cecily Elmes Bruckner, who headed the committee to obtain more information on co-equal status for the Air Force, reported that much remains to be done. Various bills have been introduced, the latest and best being HR 4949, dated 11 December 1945, on which little action has been taken due to the press of other legislation before Congress. She urged members to write individual letters to their Senators and Representatives.

Lib Gardner, who made an informal national study of WASPs needing additional medical care reported that Mozelle Simpson, who had a rather serious accident in a BT-13, has a very badly scarred face requiring plastic surgery. Lib requested suggestions from the floor and it was agreed that a national appeal be made. Lib will continue this project.

Katherine Kupferberg requested a count on girls who were seriously interested in flying cargo and freight in case an airline could be formed primarily of girls. A list was taken with names, addresses, type of license, and flight experience for this purpose.

Peg Parish requested informal discussion of the merits of various 4-place planes for charter work, since she is anxious to buy one and start work on her own.

Nancy Baker was given the floor to discuss the possibility of a local group forming a club and buying a new surplus PT-26, which is available now for 3,500.00 with full instruments. There was much enthusiasm and Nancy agreed to make a quick study of where it might be kept, storage charges, approximate cost per hour, and the original investment required. Peg Helburn is to assemble names of girls within reach of New York who could make profitable use of such a club.

(Continued on next page)

Ruth Shafer took the floor to ask if a gift to Miss Cochran had ever been presented. Individual gifts from groups and stations have been made, but a gift from the entire organization has never been made. Ruth is to sound out general feeling over the country and make a report as soon as possible.

Via letter, Pat Houran of Ashburn, Mass. has suggested that, as an affiliate, and to introduce new groups, girls who had been instructed by WASPs be allowed and encouraged to work with us socially, although not taken into the business transactions. The name WISPs was suggested...this seemed a good idea and generally accepted. Peg will write to Pat asking her to organize the group. The Girl Scout Wing in Long Island, who started to use the name, Fifinella, might be included in this category.

Mrs. Thurman Bane, mother of Suzanne, a fellow WASP, then spoke briefly on her interest in seeing women keep the place they have made in aviation. Since childhood she had wanted to fly and she encouraged her cousin, two brothers, and her husband to join the air services in the first World War. At the start of this one, she was proud to have her daughter serve as a pilot. She offered her services to help in any possible way and Clara Jo enthusiastically accepted this offer, specifically to find out more for us about the Women's International Exposition, whether they could further our interests, and in what way we could be useful to them.

The last action was the election of the officers. The nominating committee named Peg Helburn, Lib Gardner, Dorothy Swain and Cecil Bruckner for Chairman. Cecily could not accept as she is moving to Chicago by the first of May. Peg Helburn was elected. Maggie Grant, Gloria Heath, and Sylvia Miller were named for Secretary-Treasurer. Gloria could not accept as her work keeps her too busy and too far afield to carry out the job as she would like. Sylvia was elected. Gloria was then appointed Public Relations Officer and will assist generally on committees, and with reports on activities on which the WASPs might help.

A brief meeting of the officers was held at 405 Park Avenue to turn over the files and co-ordinate activities until they could meet again.

* * * * *

The third meeting was held on March the 9th at the Old Brew House with Colonel Howard Angus, Executive Vice-President of the Air Power League as the guest of honor. Thirty WASPs attended.

Peg Helburn, Chairman, called the meeting to order and suggested that as individuals or a group we should aid the National Aeronautics Association's safety program and also help with the national air marking project in our own communities.

Gloria Heath, Public Relations Officer, suggested that the WASPs might help the Girl Scout program by escorting groups to airports and by teaching girl scout leaders courses in aviation. Names were taken of those interested in the New York area.

Clara Jo Marsh, National Chairman, made a report on the committee's findings with regard to the Women's International Exposition. The New York Chapter is working with the International Exposition in the presentation of a booth, an Air Safety project, designed to increase the air-mindedness of the average American woman. Our presentation of this type of educational material is a definite contribution to the decrease of lay prejudice against women pilots...and consequent backing of women in aviation.

The Order of Fifiella will work with the 99s and all interested women pilots on this project. This is the beginning of the program planned to culminate an International Congress of Women Pilots for the next year. This Congress may be more effective as a contribution toward world understanding if it can be coordinate through the Congress of American Women.

Nancy Baker made a report on the purchase of a PT-26. One could be bought for \$3500.00, which was thought to be rather high, so a suggestion of a PT-19, initial cost of \$1500.00 is being considered. There is also a possibility of getting an AT-6 for \$1500.00. Joan Gough will investigate and determine if operating cost of a 6 can be cut. Thirty six members in and around New York could form a club and fly at either Bendix or Roosevelt Fields.

Gadget Gagdowski reported on a Glider Club that is being formed in Connecticut. Names of girls who were interested were taken.

Betty Williams, Newsletter Editor, was one of our special guests. She expressed her pleasure at being able to meet personally all the girls from this area whom she had known only through correspondence.

Jean Landman presented a five point program that her committee, with the aid of Mrs. Scott of the Women's International Exposition, had suggested as a guide to give the Order of Fifiella a definite program. They read as follows:

1. To foster, by relations with women pilots of Allied nations, international good will in order to achieve a lasting peace. (A suggested slogan for this is, "Fight harder to keep the peace than we did to win the war.")
2. Elimination of discrimination against women. Women pilots in particular of course, but women pilots no matter what race, religion, or nationality.
3. To promote Air Safety on national and international scales.
4. To stimulate and welcome other women's interest in flying. Girl Scouts (Wing Scouts), the non-sectarian Friendly Society, Mothers' Clubs, etc., should not be overlooked in stimulating interest.
5. To participate in aviation to the fullest extent possible and to further this participation as rapidly as consistently possible.

(Continued on next page)

This program would have to be approved nationally and the Executive Officers present are going to take action on this.

Colonel Howard W. Angus, guest speaker from the Air Power League, spoke to tell what the Air Power League was; its aims and policies; its need for women in the organization. The Colonel stated that the League's weaknesses were that it had no women, no labor leaders, and no educators thus far. He felt that the WASPs could fill this first gap by becoming affiliated with it in the same fashion that the Air Force Association is now affiliated with it. He went on to tell of various plans the Air Power League has for the coming year and also gave some of the names of outstanding business and aviation personalities who are active members of the organization.

Mr. Leyson, the Unification Public Relations Counselor, then spoke briefly on what women pilots could do to help with the unification of the armed forces plan. Suggestions were made and pamphlets with all information were circulated.

Job Registry Forms were given out for the chapter members to fill out. This is being done so that local jobs that may present themselves to the attention of the Secretary or Chairman, may be filled more quickly.

Next meeting was proposed for the 20th of April and a meeting committee was set up to handle it.

* * * * *

NOTICE TO ALL WASPS WHO WANT TO COME TO NEW YORK CHAPTER MEETINGS:

Our mailing lists can not keep up with your travels. Everyone try and corral all those you know who might be in New York and come to the April 20th meeting at the Old Brew House, 54th Street and 3rd Avenue..13 00

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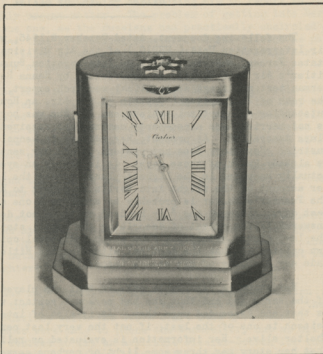
DO YOU KNOW ?

1. What woman was named Chief of Air Service by Napoleon?
 2. Who was the first woman to make parachute jumps?
 3. Who was the first woman to pilot a powered aircraft solo?
 4. Where was the first airport in United States?
 5. Who was the first woman to obtain a pilot's license and in what year was it issued?
 6. Who was the first woman in America to receive a pilot's license and in what year was it issued?
 7. Who was the first night flying woman sky writer?
 8. What women were the first to train war fliers in their school in Texas?
 9. Who was the first professional woman parachutist in U.S.?
 10. Who was the first woman member of the Caterpillar Club?
- (Answers 1-5 page 28--6-10 on page 34)

At the right is a photo of the CLOCK, which we are going to present to General Arnold. As a result of the many suggestions from WASP, and a gracious note from Mrs. Arnold (when we wrote asking what he would value most) this clock was designed by the Committee in cooperation with the Cartier jewelers.

It is custom built.... Completely hand wrought, in sterling silver, with a satin finish. A dull gold band encircles the face. The tiny WASP wings are perfectly designed in silver. The five stars of the General of the Army are in gold. The numerals are phosphorescent, and the door at the back, opening to the mechanism is set with a small sapphire. At the base is the following engraving:

GENERAL OF THE ARMY HENRY H. ARNOLD
from
WOMENS AIRFORCE SERVICE PILOTS
1946



The clock is set jewel-like in a white satin quilted lined leather box. We may be proud of the gift selected in recognition of our esteem for the man who was our Commanding Officer and our particular champion.

It has been planned to make formal presentation of this tribute at a dinner given by Miss Jacqueline Cochran as Director of the WASP program.

We will be pleased to publish a list of all contributions and wish to take this opportunity to thank all who sent theirs so promptly. IT IS URGENT THAT ALL WASPS WHO WISH TO CONTRIBUTE AND HAVE NEGLECTED TO DO SO..... DO IT AT ONCE. Send to Clara Marsh, 270 W. 11th St., New York, N.Y. Apt. 5 E.

* * * * *

" HITLER -- DEAD or ALIVE? "

The following document, dated October 8, 1945, was obtained through the Air Interrogation Unit (USDIC) of the Air Division, Headquarters, United States Forces, Austria. It is an Interrogation Summary of the Last Days in Hitler's Air Raid Shelter as experienced by Hanna Reitsch, the well known German test pilot and aeronautical research expert. Fraulein Reitsch held the rank of Flugkapiten (Captain of the Air, an Honorary title given for outstanding aeronautical achievement). She was born on March 29th, 1912, is not married, was a non-party member, and received the Iron Cross, first class decoration. At present, her address is Leopolds Krone Castle, Salzburg, Austria. Her story does not pretend to add any sensational details to what is already known of those days: it is rather an eye witness account of what actually happened in the highest places during the last months of the War. Her account of the flight into Berlin to report to Hitler and of her stay in the Fuehrer's bunker is probably as accurate a one as will be obtained of those last days, although the " is he dead or is he not dead " fate of Hitler is only answered to the extent of describing the mental state and the hopelessness of the last minute situation, from which individual opinions must be drawn. Her own opinion is that the tactical situation and Hitler's own physical condition made any thoughts of his escape inconceivable.

Her story is remarkable only in that she played a small part in the events of the War's end and that she had personal contact with the top-bracket Nazis as that end descended upon them. It is also of interest as it is likely that Reitsch is one of the last, if not the very last person who got out of the shelter alive. Her information is evaluated as reliable and it is possible that her story may throw some light or perhaps serve as an aid to a fuller knowledge of what happened during the last days of Berlin and of the War.

At times she is not certain as to names and specific times. Names escape her. In many cases the contacts herein related were quite limited inasmuch as they have to do only with the last few days. Her times may be inaccurate as the events of those days followed each other with such tumult that she is often unable to remember the proper sequence of events.

It will be noted that much of the report concerns itself with the Nazi and German interpretation of "honor". Reitsch herself, in answering queries, carefully weighs the "honor" aspects of every remark and then gives her answer carefully but truthfully. The use of the word amounts practically to a fetish complex with the source and is almost an incongruous embodiment of her entire philosophy. Her constant repetition of the word is in no manner as obvious to her as it is to the interrogator, nor is the meaning the same, nor does she recognize the incongruous use she makes of the word. Therefore each time "honor" appears it is apologetically submitted in quotations.

She tells her story in conversational form, and although it is, in part, reproduced in that manner here, no pretense is made that the quotations are in all cases exact; they are simply given as she remembers them. If it is kept in mind then that this material is a statement of her own opinions and observations, the information may be considered as completely reliable.

THE TRIP TO BERLIN: Hitler had sent a telegram to Munich on the 24th of April to Lieutenant General Ritter von Greim, instructing him to report to the Reichschancellery on a highly urgent matter. The problem of getting into Berlin was then already a precarious one, as the Russians had practically encircled the city. Greim however, decided that by availing himself of Hanna Reitsch as pilot the entrance might be accomplished by means of an autogiro, which could land on the streets or in the gardens of the Reichschancellery.

During the night of the 25th to the 26th of April, Reitsch and Greim arrived at Rechlin, prepared immediately to fly into Berlin. As however, the only available autogiro had been damaged that day, it was decided that a Feldwebel pilot, who had taken Albert Speer to the Fuehrer two days before, should fly Greim in because of the experience the previous flight had given him. Some sense of responsibility to Greim, as his personal pilot and friend, made Reitsch beg to be taken along. A Focke-Wulf 190 was to be used, which had a pig's-back space for one passenger arranged behind the pilot's seat. Reitsch was stuffed into the tail through a small emergency opening.

Forty fighters were taken to fly cover. Almost immediately upon take-off they were engaged by Russian aircraft. A running, hedge-hopping flight got them to the Gatow airfield, the only Berlin field still in German hands. Their own craft got through with nothing more than a few wing shots but the cost was heavy to the supporting fighters.

The landing at Gatow was made through further heavy attacks by Russian fighters who were strafing the field when they arrived. What was left of the German planes engaged the Russians while the Greim craft made a successful landing. Immediately attempts were made to phone the Chancellery but as all the lines were out, it was decided to fly an available Fiesler-Storch for the remaining distance and land within walking distance of Hitler's shelter. With Greim at the controls and Reitsch as passenger, the plane took off under a whirling cover of German-Russian dog-fights. At a height of a few meters Greim managed to get away from the field and continue at tree-top level toward the Brandenburger Tor.

Street fighting was going on below them and countless Russian aircraft were in the air. After a few minutes of flight, heavy fire tore out the bottom of the plane and severely injured Greim's leg. By reaching over his shoulders Reitsch took control of the craft and by dodging and squirming closely along the ground, brought the plane down on the East-West axis. Heavy Russian artillery and small arm fire was sheeting the area with shrapnel as they landed. A passing vehicle was commandeered to take them to Hitler's shelter, with Greim receiving first aid for his shattered foot on the way.

ARRIVAL AT HITLER'S SHELTER: Greim and Reitsch arrived in the bunker between 6 and 7 o'clock on the evening of the 26th of April. First to meet them was Frau Goebbels, who fell upon Reitsch with tears and kisses, expressing her astonishment that anyone still possessed the courage and loyalty to come to the Fuehrer, in stark contrast to all those who had deserted him. Greim was immediately taken to the operating room where Hitler's physician tended the injured foot.

(Continued on next page)

Hitler came into the sick room, according to Reitsch, with his face showing deep gratitude over Greim's coming. He remarked something to the effect that even a soldier has the right to disobey an order when everything indicates that to carry it out would be futile and hopeless. Greim then reported his presence in the official manner.

HITLER'S DENUNCIATION OF GOERING: Hitler: "Do you know why I have called you?" Greim: "No, mein Fuehrer." Hitler: "Because Hermann Goering has betrayed and deserted both me and his Fatherland. Behind my back he has established a connection with the enemy. His action was a mark of cowardice. And against my orders he has gone to save himself at Berchtesgaden. From there he sent me a disrespectful telegram. He said that I had once named him as my successor and that now, as I was no longer able to rule from Berlin he was prepared to rule from Berchtesgaden in my place. He closes the wire by stating that if he had no answer from me by nine-thirty on the date of the wire he would assume my answer to be in the affirmative."

The scene Reitsch describes as "touchingly dramatic", that there were tears in the Fuehrer's eyes as he told them of Goering's treachery, that his head sagged that his face was deathly pallid, and that the uncontrolled shaking of his hands made the message flutter wildly as he handed it to Greim. The Fuehrer's face remained deathly earnest as Greim read. Then every muscle in it began to twitch and his breath came in explosive puffs; only with effort did he gain sufficient control to actually shout: "An ultimatum!! A crass ultimatum!! Now nothing remains. Nothing is spared me. No allegiances are kept, no 'honor' lived up to, no disappointments that I have not had, no betrayals that I have not experienced, and now this above all else. Nothing remains. Every wrong has already been done me." As Reitsch explains it, the scene was in the typical "et tu Brute" manner, full of remorse and self pity. It was long before he could gather sufficient control to continue. With eyes hard and half-closed and in a voice unusually low he went on: "I immediately had Goering arrested as a traitor to the Reich, took from him all his offices, and removed him from all organizations. That is why I have called you to me. I hereby declare you Goering's successor as Oberbefehlshaber der Luftwaffe. In the name of the German people I give you my hand."

TO DIE FOR THE "HONOR" OF THE LUFTWAFFE: Greim and Reitsch were deeply stunned with the news of Goering's betrayal. As with one mind they both grasped Hitler's hands and begged to be allowed to remain in the bunker, and with their own lives atone for the great wrong that Goering had perpetrated against the Fuehrer, against the German people, and against the Luftwaffe itself. To save the "honor" of the flyers who had died, to reestablish the "honor" of the Luftwaffe that Goering had destroyed, and to guarantee the "honor" of their land in the eyes of the world, they begged to remain. Hitler agreed to all of this and told them they might stay, and told them too, that their decision would long be remembered in the history of the Luftwaffe. It had been previously arranged with operations at Rechlin that an aircraft was to come in the next day to take Greim and Reitsch out of Berlin. Now that they had decided to stay it was impossible to get the information out. Rechlin, in the meantime was sending plane after plane, each shot down in turn by the Russians. Finally on the 27th a JU 52, loaded with SS guards and ammunition, managed to land on the East-West traffic axis, but Reitsch and Greim had intended to stay, so it was sent back empty. (The order cashiering Goering was released from the underground headquarters sometime on the 23rd of April)

HITLER SEES THE CAUSE AS LOST: Later that first evening Hitler called Reitsch to him in his room. She remembers that his face was deeply lined and that there was a constant film of moisture in his eyes. In a very small voice he said, "Hanna, you belong to those who will die with me. Each of us has a vial of poison such as this." He handed her one for herself and one for Greim. "I do not wish that one of us falls to the Russians alive, nor do I wish our bodies to be found by them. Each person is responsible for destroying his body so that nothing recognizable remains. Eva and I will have our bodies burned. You will devise your own method. Will you please inform von Greim?"

Reitsch sank to a chair in tears, not, she claims, over the certainty of her own end but because for the first time she knew that the Fuehrer saw the cause as lost. Through the sobs she said, "Mein Fuehrer, why do you stay? Why do you deprive Germany of your life? When the news was released that you would remain in Berlin to the last, the people were amazed with horror. 'The Fuehrer must live so that Germany can live', the people said. Save yourself, Mein Fuehrer, that is the will of every German."

"No, Hanna, if I die it is for the 'honor' of our country, it is because as a soldier I must obey my own command that I would defend Berlin to the last. My dear girl, I did not intend it so. I believed firmly that Berlin would be saved at the banks of the Oder. Everything we had was moved to hold that position. You may believe that when our best efforts failed, I was the most horror struck of all. Then when the encirclement of the city began the knowledge that there were three million of my country-men still in Berlin made it necessary that I stay to defend them. By staying I believed that all the troops in the land would take example through my act and come to the rescue of the city. I hoped that they would rise to super-human efforts to save me and thereby save my three million country-men. But, my Hanna, I still have hope. The army of General Wenck is moving up from the South. He must and will drive the Russians back long enough to save our people. Then we will fall back to hold again."

It appeared almost as if he believed this himself and as the conversation closed he was walking about the room with quick, stumbling strides, his hand clasped behind him and his head bobbing up and down as he walked. Although his words spoke of hope, Hanna claims that his face showed that the War was over.

Hanna returned to Greim's bedside, handed him the poison, and then decided with him, should the end really come, that they would quickly drink the contents of the vial and then each pull the pin from a heavy grenade and hold it tightly to their bodies.

Late in the night of 26th to 27th of April the first heavy barrage bracketed the Chancellory. The splattering of heavy shells and the crashing of falling buildings directly above the air-raid shelter tightened the nervous strain of everyone so that here and there deep sobbing came through the doors. Hanna spent the night tending Greim, who was in great pain, and in getting grenades ready in the event that the Russians should enter the Chancellory grounds before morning.

(Continued on next page)

HITLER'S GUESTS IN THE SHELTER: The next morning she was introduced to the other occupants and learned for the first time the identity of all those who were facing the end with the Fuehrer. Present in the elaborate shelter on the 27th of April were Goebbels and his wife with their six children; State secretary, Neuman; Hitler's right hand, Reichsleiter Martin Bormann; Hevel from Ribbentrop's office; Admiral Voss as representative from Doenitz; General Krebs of the infantry and his adjutant Bourdorf; Hitler's personal pilot, Hansel Bauer; another pilot Baetz; Eva Braun; SS Obergruppenfuehrer Fegelein as liaison between Himmler and Hitler and husband of Eva Braun's sister; Hitler's personal Physician, Dr. Stumpfecker; Oberst von Below, Hitler's Luftwaffe Adjutant; Dr. Lorenz representing Reichspresse chief Dr. Dietrich for the German press; two of Hitler's secretaries, a Frau Christian, wife of General der Flieger Christian and a Fraulein Kreuger; and various SS orderlies and messengers. Reitsch claims that these composed the entire assembly.

A regular visitor during the last days was Reichsjugendfuehrer Axman, who was commanding a Hitlerjugend division committed to the defense of the city. From Axman came current information as to the ground situation against the Russians which was well mirrored by the increasingly despondent manner of each visit.

ANOTHER BETRAYAL: Late in the afternoon of the 27th Obergruppenfuehrer Fegelein disappeared. Shortly thereafter it was reported that he had been captured on the outskirts of Berlin disguised in civilian clothes, claiming to be a refugee. The news of his capture was immediately brought to Hitler who instantly ordered him shot. The rest of the evening Fegelein's betrayal weighed heavily on the Fuehrer and in conversation he indicated a half-way doubt as to Himmler's position, fearing that Goebbels's desertion might have been known and even condoned by the SS leader.

OBSERVATIONS OF SHELTER OCCUPANTS: Reitsch had little contact with most of the people in the shelter, being mostly occupied in nursing von Greim, but she did have opportunity to speak to many of them and observe their reactions under trying conditions, such as they were in the last days in the bunker. It is believed she attempts to relate her observations truthfully and that her reactions are honestly conceived. It must be remembered that prior to her arrival in the bunker Reitsch had but small contact with most of these individuals and that her previous opinions regarding them were at a rather low level. Of the people she was able to observe closely the Goebbels family probably stands out.

DOCTOR GOEBBELS: She describes Goebbels as being insanely incensed over Goering's treachery. He strode about his small, luxurious quarters like an animal, muttering vile accusations concerning the Luftwaffe leader and what he had done. The precarious military situation of the moment was Goering's fault. Their present plight was Goering's fault. Should the war be lost, as it certainly now seemed it would be, that too would be Goering's fault. "That swine", Goebbels said, "who has always set himself up as the Fuehrer's greatest support now does not have the courage to stand beside him. As if that were not enough, he wants to replace the Fuehrer as head of the State. He, an incessant incompetent, who has destroyed his Fatherland with his mishandling and stupidity, now wants to lead the entire nation. By this alone he proves that he was never truly one of us, that at heart he was always weak and a traitor."

All this as Hanna saw it, was in the best theatrical manner, with much waving of hands and fine gestures, made even more grotesque by the jerky up-and-down hobbling as he strode about the room. When he wasn't railing about Goering he spoke to the world about the example those in the bunker were setting for history. As on a platform and gripping a chair-back like a rostrum he said: "We are teaching the world how men die for their 'honor'. Our deaths shall be an eternal example to all Germans, to all friends and enemies alike. One day the whole world will acknowledge that we did right, that we sought to protect the world against bolshevism with our lives. One day it will be set down in history of all time."

It appears that Goebbels exercised his greatest ability to the very last. The rooms of Goebbels and Reitsch adjoined each other and doors were usually opened. Through them the Goebbels oratory would sound out at any hour of the day or night. And always the talk was of "honor", of "how to die", of "standing true to the Fuehrer to the last", of setting an example that would long blaze a holy thing from the pages of history." One of the last things Reitsch remembers hearing from the lips of the propaganda master was: "We shall go down for the glory of the Reich so that the name of Germany will live forever." Even Reitsch was moved to conclude that the Goebbels display, in spite of the tenseness of the situation, was a bit overdrawn and out and out theatrical. She claims in her opinion Goebbels, then as he always had, performed as if he were speaking to a legion of historians who were avidly awaiting and recording every word. She adds that her dubious opinions regarding Goebbels' mannerisms, his superficiality, and studied oratory, were well substantiated by these outbursts. She claims too, that after listening to these tirades she and von Greim often asked each other, with a sad, head-shaking attitude, "Are these the people who ruled our country?"

FRAU GOEBBELS: Reitsch describes her as a very brave woman, whose control, which was at most times strong, did break down now and then to pitiful spasms of weeping. Her main concern was her children and in their presence her manner was always delightful and cheery. Much of her day was occupied in keeping their clothes clean and tidy, and as they had only the clothes they wore this kept Frau Goebbels rather busy. Often she would quickly retire to her room to hide the tears. It appears from Hanna's description that Frau Goebbels probably represented the epitome of Nazi indoctrination.

If the Third Reich could not live she preferred to die with it, nor would she allow her children to outlive it. In recognition of the example she embodied of true German woman-hood, Hitler, in the presence of all occupants of the bunker, presented her with his personal golden party insignia. "A staunch pillar of the 'honor' upon which National Socialism was built and the German Fatherland founded", was his approximate remark as he pinned it on her dress.

Frau Goebbels often thanked God that she was alive so that she could kill her children to save them from whatever "evil" would follow the collapse. To Reitsch she said, "My dear Hanna, when the end comes you must help me if I become weak about the children. You must help me to help them out of this life. They belong to the Third Reich and to the Fuehrer and if those two things cease to exist there can be no further place for them. But you must help me. My greatest fear is that when the time comes I will be too weak." It is Hanna's belief that in the last moment she was not weak. (Continued on next page)

Conclusions can be safely drawn from Hanna's remarks that Frau Goebbels was simply one of the most convinced subjects of her husband's rantings, the most pronounced example of the Nazi influence over the women of Germany.

THE GOEBBELS CHILDREN: The Goebbels children numbered six. Their names and approximate ages were: Hela, 12; Hilda, 11; Helmut, 9; Holde, 7; Hedda, 5; and Heide, 3. They were the one bright spark of relief in the stark, death shadowed life of the bunker. Reitsch taught them songs which they sang for the Fuehrer and for the injured von Greim. Their talk was full of being in the "cave" with their "Uncle Fuehrer", and in spite of the fact that there were bombs outside, nothing could really harm them as long as they were with him. And anyway "Uncle Fuehrer" had said that soon the soldiers would come and drive the Russians away and then tomorrow they could all go back to play in their garden. Every-one in the bunker entered into making the time as pleasant as possible for them. Frau Goebbels repeatedly thanked Reitsch for making their last days enjoyable, as Reitsch often gathered them about her and told them long stories of her flying and of the places she had been and the countries she had seen.

EVA BRAUN: It seemed to Reitsch that Hitler's "girl friend" remained studiously true to her position as the "show-piece" in the Fuehrer's circle. Most of her time was occupied in finger nail polishing, changing of clothes for each hour of the day, and all the other little feminine tasks of grooming, combing, and polishing. She seemed to take the prospects of dying with the Fuehrer as quite matter of fact, with an attitude that seemed to say: "had not the relationship been of 12 years duration and had she not seriously threatened suicide when Hitler once wanted to be rid of her. This would be a much easier way to die and much more proper--". Her constant remark was "Poor, poor Adolf, deserted by everyone, betrayed by all. Better that ten thousand others die than that he be lost to Germany."

In Hitler's presence she was always charming, and thoughtful of his every comfort. But only while she was with him was she completely in character, for the moment he was out of ear-shot she would rave about all the ungrateful swine who had deserted him and that each of them should be destroyed. All her remarks had an adolescent tinge and it appeared that the only "good" Germans at the moment were those who were caught in the bunker and that all the others were traitors because they were not there to die with him. The reasons for her willingness to die with the rest were similar to those of Frau Goebbels. She was simply convinced that whatever followed the Third Reich would not be fit to live in for a true German. Often she expressed sorrow for those people who were unable to destroy themselves as they would forever be forced to live without "honor" and reduced instead to living as human beings without souls.

Reitsch emphasizes that Braun was apparently of rather shallow mentality, but she also agrees that she was a very beautiful woman. Beyond fulfilling her purpose, Reitsch considers it highly unlikely that Braun had any control or influence over Hitler. The rumor of last-minute marriage ceremony Reitsch considers as highly unlikely, not only because she believes that Hitler had no such intention but also because the circumstances in the bunker on the last days would have made such a ceremony ludicrous. Certainly, up to the time Reitsch left the bunker, hardly a day before Hitler's death was announced, there had not been the slightest mention of such a ceremony. The rumor that there had been children out of the union, Reitsch dismisses as fantastic.

MARTIN BORMANN: Bormann moved about very little, kept instead very close to his writing desk. He was recording the "momentous events in the bunker for posterity." Every word, every action went down on his paper. Often he would visit this person or that person to scowlingly demand what the exact remark had been that passed between the Fuehrer and the person he had just had audience with. Things that passed between other occupants of the bunker were also carefully recorded. This document was to be spirited out of the bunker at the very last moment so that, according to the modest Bormann, it could "take its place among the greatest chapters of German history."

ADOLF HITLER: Throughout Hanna's stay in the bunker Hitler's manner and physical condition sunk to a lower and lower depth. At first he seemed to be playing the proper part of leading the defense of Germany and Berlin. And at first this was in some manner possible as communications were still quite reliable. Messages were telephoned to a flak tower and from there were radioed out by means of a portable, balloon-suspended aerial. But each day this was more and more difficult until late on the afternoon of the 28th and all day on the 29th communications were almost impossible. On about the 20th of April, at what was probably the last Hitler war-council in the Reichschancellery, the Fuehrer is said to have been so overcome by the persistently hopeless news that he completely broke down in the presence of all the gathering. The talk in the bunker, where Hanna heard of the collapse, was that with this display even the most optimistic of Hitler's cohorts tended toward the conviction that the War was irretrievably lost. According to Reitsch, Hitler never physically nor mentally recovered from this conference room collapse.

Occasionally he still seemed to hold to the hope of General Wenck's success in breaking through from the South. He talked of little else, and all day on the 28th and the 29th he was mentally planning the tactics that Wenck might use in freeing Berlin. He would stride about the shelter, waving a road map that was fast disintegrating from the sweat of his hands and planning Wenck's campaign with anyone who happened to listen. When he became overly excited he would snatch the map from where it lay, pace with a quick, nervous stride about the room, and loudly "direct" the city's defense with armies that no longer existed (as even Wenck, unknown to the Fuehrer, had already been routed and destroyed).

Reitsch describes it as a pathetic thing, the picture of a man's complete disintegration. A comic-tragedy of frustration, futility, and uselessness. The picture of a man running almost blindly from wall to wall in his last retreat waving papers that fluttered like leaves in his nervous, twitching hands, or sitting stooped and crumpled before his table moving buttons to represent his non-existent armies, back and forth on a sweat stained map, like a young boy playing at war.

THE POSSIBILITY THAT HITLER STILL LIVES: The possibility that Hitler might have gotten out of the bunker alive, Reitsch dismisses as completely absurd. She is convinced that the Hitler she left in the shelter was physically unable to have gotten away. "Had a path been made clear for him from the bunker to freedom, he would not have had the strength to use it", she says. She believes too, that at the very end he had no intention to live, that only the Wenck hope stayed his hand from putting the mass suicide plan into operation. News that Wenck could not get through, she feels, would immediately have set off the well rehearsed plans of destruction. (Continued on next page)

When confronted with the rumor that Hitler might still be alive in Tyrol and that her own flight to that area, after she left the bunker, might be more than coincidental, she appears deeply upset that such opinions are even entertained. She says only, "Hitler is dead! The man that I saw in the shelter could not have lived. He had no reason to live and the tragedy was that he knew it well, knew it perhaps better than anyone else did."

HANNA'S OPINION OF THE FUHRER: It is apparent from Reitsch's conversation that she held the Fuehrer in high esteem. It is probably also true when she says that her "good" opinion suffered considerably during the closing stages of the War. She is emphatic when she describes the apparent mismanagement she observed and learned of in the bunker. For instance Berlin had been depleted of arms to hold the Oder. When that line fell it appeared that no coherent defense plan of Berlin had been prepared, certainly adequate arrangements had not been made to direct the defense from the bunker. There was no other communication equipment available than the telephone that led only to the flak tower. It appears that only in the last moment had he decided to direct the battle from the shelter and then did not have the first tools with which to operate. No maps, no battle plans, and no radio. Only a hastily prepared messenger service and the one telephone were available. The fact that unknown to Hitler, the Wenck army had been destroyed almost days before was only one example of the inadequacies. All of which resulted in the Fuehrer of Germany sitting helplessly in his cellar impotently playing at his table-top war.

Reitsch claims that Hitler the idealist died, and his country with him, because of the incompetence of Hitler the soldier and Hitler the statesman. She concludes, still with a faint touch of allegiance, that no one that knew him could deny his idealistically motivated intentions nor could they deny that he was simply infinitely incompetent to rule his country, that one of his great faults was proper character analysis in the people about him which led to the selection of persons equally incompetent to fill important positions. (Most important example: Goering).

She repeatedly remarks that never again must such a person be allowed to gain control of Germany or any country. But strangely enough she does not appear to hold him personally responsible for many of the wrongs and evils that she recognizes completely and is quick to point out. She says rather, "A great part of the fault lies with those who led him, lured him, criminally misdirected him, and informed him falsely. But that he, himself selected the men who led him can never be forgiven."

A CRIMINAL AGAINST THE WORLD: "Hitler ended his life a criminal against the world", but she quickly adds, "he did not start it that way. At first his thoughts were of how to make Germany healthy again, how to give his people a life free from economic insufficiencies and social maladjustments. To do this he gambled much, with a stake that no man has the right to jeopardize--the lives of his people. This was the first great wrong, his first great failure. But once the first few risks had been successful, he fell into the faults of every gambler; he risked more and more, and each time that he won, he was more easily led to the next gamble." According to Reitsch, it all began with the occupation of Ruhr. This was the first and most difficult gamble of all and when the world did not answer his Ruhr bluff with war every succeeding risk became progressively easier.

Each success made the enthusiasm of the people greater and this gave him the necessary support to take the next step. The end result, Reitsch claims, was that Hitler himself underwent a character change that transformed him from an idealistically motivated benefactor to a grasping, scheming despot, a victim of his own delusions of grandeur. "Never again", she concludes, "in the history of the world must such power be allowed to rest with one man."

SUICIDE COUNCIL: On the night of the 27th to 28th the Russian bombardment of the Chancellory reached the highest pitch it had yet attained. The accuracy, to those in the shelter below, was astounding. It seemed as if each shell landed in exactly the same spot as the one before, all dead-center on the Chancellory buildings. As indicated that the Russian ground troops could over-run the area at any moment, another suicide council was called by the Fuehrer. All plans as to the destruction of the bodies of everyone in the shelter were gone over again. The decision was that as soon as the Russians reached the Chancellory grounds the mass suicide would begin. Last instructions were given as to the use of the poison vials. (Reitsch still has hers in her possession. It was examined by the interrogator and found to be a little brass capsule with a removable top, containing a fragile glass bottle filled with about half a teaspoonful of amber fluid. The bottle was to be broken between the teeth and the liquid quickly swallowed).

The group was as hypnotized with the suicide rehearsal and a general discussion was entered into to determine in which manner the most thorough destruction of the human body could be performed. Then everyone made little speeches swearing allegiance again and again to the Fuehrer and to Germany. Yet, through it all, still ran the faint hope that Wenck might get in and hold long enough to effect an evacuation. But even on the 27th, Reitsch claims, the others paid lip-service to the Wenck hope only to follow the lead of the Fuehrer. Almost everyone had given up all thoughts of being saved, and said so to each other whenever Hitler was not present. Closing the discussions on the destructions of the body there was talk that SS men would be assigned to see that there were no traces remaining. Throughout the day of the 28th the intensity of the Russian fire continued while the suicide talk kept pace with the shelling in the shelter below.

THE HIMMLER BETRAYAL: Then on the 29th fell the greatest blow of all. A telegram arrived which indicated that the staunch and trusted Himmler had joined Goering on the traitor list. It was like a death blow to the entire assembly. Men and women alike cried and screamed with rage, fear and desperation, all mixed into an emotional spasm. Himmler, the protector of the Reich, now a traitor was impossible. The telegram message was that Himmler had contacted the British and American authorities through Sweden to propose a capitulation to the San Francisco conference. Hitler had raged as a mad man. His color rose to a heated red and his face was virtually unrecognizable. Additional evidence of Himmler's treachery was that he had asked not to be identified with the capitulation proposals; American authorities were said to have abided by this request while the British did not.

After the lengthy out burst Hitler sank into a stupor and for a time the entire bunker was silent. (Continued on next page)

Later came the anti-climatic news that the Russians would make a full force bid to over-run the Chancellory on the morning of the 30th. Even then small-arm fire was beginning to sprinkle the area above the shelter. Ground reports indicated that the Russians were nearing the Potsdamer Platz and were loosing thousands of men as they fanatically prepared the positions from which the attack of the next morning was to be launched.

Reitsch claims that everyone again looked to their poison.

ORDERS TO LEAVE THE SHELTER: At one-thirty on the morning of the 30th of April Hitler, with chalk-white face, came to Greim's room and slumped down on the edge of the bed. "Our only hope is Wenck", he said, "and to make his entry possible we must call up every available aircraft to cover his approach." Hitler then claimed that he had just been informed that Wenck's guns were already shelling the Russians in Potsdamer Platz.

"Every available aircraft", Hitler said, "must be called up by daylight, therefore it is my order to you to return to Rechlin and muster your planes from there. It is the task of your aircraft to destroy the positions from which the Russians will launch their attack on the Chancellory. With Luftwaffe help Wenck may get through. That is the first reason why you must leave the shelter. The second is that Himmler must be stopped", and immediately he mentioned the SS Fuehrer his voice became more unsteady and both his lips and hands trembled. The order to Greim was that if Himmler had actually made the reported contact and could be found, he should immediately be arrested. "A traitor must never succeed me as Fuehrer! You must get out to insure that he will not."

Greim and Reitsch protested vehemently that the attempt would be futile, that it would be impossible to reach Rechlin, that they preferred to die in the shelter, that the mission could not succeed, that it was insane.

"As soldiers of the Reich", Hitler answered, "it is our holy duty to exhaust every possibility. This is the only chance of success that remains. It is your duty and mine to take it."

Hanna was not convinced, "No, no", she screamed, "what can be accomplished now, even if we should get through? Everything is lost, to try to change it now is insane." But Greim thought differently. "Hanna", he said, "we are the only hope for those who remain here. If the chance is just the smallest, we owe it to them to take it. Not to go would rob them of the only light that remains. Maybe Wenck is there. Maybe we can help, but whether we can or cannot, we will go."

Hanna, still convinced as to the absurdity of attempting an escape went alone to the Fuehrer while Greim was making his preparations. Through her sobbing she begged, "Mein Fuehrer why, why don't you let us stay?" He looked at her for a moment and said only: "God protect you."

THE LEAVE TAKING: Preparations were quickly made and Reitsch is graphic in her description of the leave taking. Below, late Goering's Liaison officer

by the Fuehrer and now a staunch Greim-man said, "You must get out. It depends upon you to tell the truth to our people, to save the 'honor' of the Luftwaffe, to save the meaning of Germany for the world." Everyone gave the departing duo some token, something to take back into the world. Everyone wrote quick, last minute letters for them to take along. Reitsch says that she and Greim destroyed all but two letters which were from Goebbels and his wife to their oldest son, by Frau Goebbels first marriage, who was then in an Allied prison camp. These Reitsch still had. Frau Goebbels also gave her a diamond ring from her finger to wear in her memory.

Thirty minutes after Hitler had given the order they left the shelter.

THE FLIGHT OUT OF BERLIN: Outside the whole city was aflame and heavy small-arm fire was already plainly audible a short distance away. SS troops, committed to guarding Hitler to the end, were moving about. These men brought up a small armored vehicle which was to take Reitsch and Greim to where an Arado 96 was hidden near Brandenburger Tor. The sky was filled with the thunder of shells, some of which landed so close that their vehicle was knocked out several hundred yards short of the revetment where the Arado was stationed. (Reitsch claims that she is certain that this was the last craft available. The possibility of another plane having gotten in and possibly out again with Hitler as passenger, she dismisses as highly unlikely as Greim would certainly have been informed. She knows that such a message was never delivered. She knows, too, that Greim had ordered other planes in but that each craft was shot down in the attempt and as Russian troops already solidly ringed the city, she is certain that Hitler never left Berlin.)

The broad street leading from Brandenburger Tor was to be used for take-off. About 400 meters of uncratered pavement was available as run-way. The take-off was made under hailing Russian fire and as the plane rose to roof-top level it was picked up by countless searchlights and at once bracketed in a barrage of shelling. Explosions tossed the craft like a feather, but only a few splinters hit the plane. Reitsch circled to about 20,000 feet from where Berlin was a sea of flames beneath her. From that altitude the magnitude of the destruction of Berlin she describes as stark and fantastic. Heading north, 50 minutes saw them in Rechlin, where the landing was again made through a screen of Russian fighter craft.

THE LAST GERMAN EFFORTS: Greim at once issued the orders calling all available craft to the aid of Berlin. Having performed the first of Hitler's commands he immediately decided to fly to Ploen, near Kiel, to determine what information Doenitz might have regarding Himmler. A Buckner 181 was used and by the time they got into the air German aircraft were already arriving in compliance with Greim's order. The entire heavens were soon a seething mass of German and Russian planes. Reitsch kept her own plane at 1 and 2 meters altitude and even with such protection against visibility she was twice unsuccessfully attacked. Landing at Lubeck still necessitated an automobile trip to Ploen, during which time they were again under constant Russian fire. On arrival they found that Doenitz knew nothing of Himmler's actions. The next move was to see Keitel in the event that a change in air tactics should be employed in helping Wenok in his entry into Berlin.

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THE NEWS OF WENCK'S NON-EXISTENCE: Keitel was found in the early morning of the first of May and gave the news that Wenck's army had long been destroyed or captured. And that he(Keitel) had sent word to Hitler to that effect the day before. (30th of April) Greim and Reitsch now knew that Hitler must have surely given up all hope and both fully expected that the well rehearsed suicide plans had already been put into effect.

THE "NEW" GOVERNMENT: The advance of the English necessitated a retreat into Schleswig late on the first of May. Here, the same evening, Reitsch and Greim learned that the announcement of Hitler's death had been made known and that he had been succeeded by Doenitz. On the 2nd of May the new government was called to Ploen. Greim and Reitsch, to receive orders from Doenitz as to immediate Luf.waffe activities, had the additional purpose of meeting Himmler and confronting him with the betrayal story.

HIMMLER'S CAPITULATION EXPLANATION: Himmler arrived late so that all the others were in the conference room, leaving Reitsch alone when he walked in.

"One moment Herr Reichsfuehrer, a matter of the highest importance, if you can spare the time?" Reitsch asked.

Himmler seemed almost jovial as he said, "Of course."

"Is it true, Herr Reichsfuehrer, that you contacted the Allies with proposals of peace without orders to do so from Hitler?"

"But, of course."

"You betrayed your Fuehrer and your people in the very darkest hour? Such a thing is high treason, Herr Reichsfuehrer. You did that when your place was actually in the bunker with Hitler?"

"High treason? No! You'll see, history will weigh it differently. Hitler wanted to continue the fight. He was mad with his pride and his 'honor'. He wanted to shed more German blood when there was none left to flow. Hitler was insane. It should have been stopped long ago."

"Insane? I came from him less than 36 hours ago. He died for the cause he believed in. He died bravely and filled with the 'honor' you speak of, with you and Goering and the rest must now live as branded traitors and cowards."

"I did as I did to save German blood, to rescue what was left of our country."

"You speak of German blood, Herr Reichsfuehrer? You speak of it now? You should have thought of it years ago, before you came identified with the useless shedding of so much of it."

A sudden strafing attack ended the conversation.

THE LAST ORDERS--TO HOLD THE RUSSIANS: Greim indicated that little had been decided at the first Doenitz war council. However everyone was in accord

that at best, resistance would only be possible for a few days longer. In the meantime commanders against the Russians were to hold to the last to enable as many civilians as possible to flee from the advance. Reitsch claims that Greim, whose leg had become increasingly worse, insisted upon flying immediately to Feldmarschall Joerner, in command of troops in Silesia and Czechoslovakia, to instruct him that he should resist even after the capitulation order was released to give the civilians time to flee to the American zone.

On the flight to Joerner, Greim's foot became so bad that he had momentary lapses of unconsciousness. Upon arrival Joerner indicated that he had already decided to hold as long as possible and had issued orders to that effect even before Greim's arrival.

It was then decided to fly onto Kesselring with the same instructions, but Greim's leg was by now so critical that further movement was impossible. From the 3rd of May to the 7th it was necessary to remain at Joerner's headquarters in Koeniggratz where Reitsch nursed Greim until he could move about again.

On the night of the 7th of May they took off in a Dornier 217 to fly to Graz where Kesselring was reported to be. Directly over the field German flak severely damaged their craft which crash landed at the edge of the field. Reitsch and Greim were of the understanding that the capitulation would come on the 9th of May and when it was learned that Kesselring had left Graz for Zell am See they flew on in an effort to instruct him to combine some of his troops with those holding the Russians.

THE END AT ZELL AM SEE: They arrived at Zell am See flying a Fiesler-Storch, and reported to General Koller, Chief of the GAF General Staff, who was to tell them of Kesselring's whereabouts. Here they learned that the capitulation was to be on the 8th instead of the 9th. They still wanted to locate Kesselring but Koller either chose not to tell them where Kesselring was, because it was already too late or else he did not know that Kesselring was in the village of Almdorf, a few miles north of Zell am See. At this news Reitsch and Greim decided that any further efforts on their part were quite useless. Just before the capitulation they left Zell am See for Kitzbühl to place themselves under the care of a well known Doctor who had just opened his hospital there.

Reitsch claims that had it not been for the severe agony of Greim's foot she would not have been able to convince him to save his limb. To the last he wanted to encourage resistance against the Russians.

WHY THE "REDOUBT" WAS NOT UTILIZED: In response to the question as to why the Austria-Southern Germany last stand of resistance was never put into operation, Reitsch has little to add to what is already known. She states that as late as the 15th of April it still seemed that there was every intention of moving the government and military headquarters to Berchtesgaden. All of the bureaus and headquarters in Berlin at that time were on a constant 2 hour alert. From what she heard from Oberst Below and others it appeared that the conference mentioned in paragraph 46 was to decide on the full particulars covering the move. She claims that the reports Hitler received at that time were

(Continued on next page)

so shocking that he was convinced that preparations to make "Redoubt" resistance a success would never be completed in time. It was believed that the realization that "Redoubt", of which so much was expected, would have to be crossed off as useless was the major cause of Hitler's breakdown. It was also said that Goering and Hitler had had a strained conversation regarding this, with Goering insisting on an early evacuation to the "Redoubt" area and Hitler declining in the hope that the Oder would hold. Goering was to have claimed that "Redoubt" was ready for occupancy while Hitler preferred to wait until he could have it's readiness confirmed at the above mentioned conference. It was the talk later at the Doenitz war council and elsewhere that Goering's departure was governed solely by his realization that the Oder would be crossed and by his unfulfilled hope that the partially completed "Redoubt" area would hold.

Had Goering's coup succeeded, it is believed that "Redoubt" might have been more actively defended. The reasons that it was not: First--Goering's failure. Second--Hitler's belief that continued resistance in Berlin might be more eventful than the sure collapse he saw in an uncompleted "Redoubt".

REPORTING TO THE AMERICANS: They arrived in Kitzbuhl on the morning of the 9th and reported to American Military authorities shortly thereafter. Greim was under treatment until the 23rd of May when he was taken to Salzburg, prior to being taken on to Germany as a prisoner of War. He committed suicide with Hitler's poison capsule in Salzburg on the night of the 24th of May. Although he was much less known than his corpulent predecessor, both in Germany or the world, in Hanna's opinion he should have had Goering's position years ago. The fact that he disagreed with Goering on almost every count is, to her, evidence enough of his capabilities.

EVALUATION OF SOURCE: It is the opinion of the interrogator that the information contained in this document is given with a sincere and conscientious effort to be truthful and correct. The suicide of her family, the death of her closest friend, von Greim, the physical pain of Germany, and the trying nature of her experiences in the last days of the war combined themselves to seriously tempt her to commit suicide as well. She claims that the only reason she remained alive is for the sake of the truth; to tell the truth about Goering, "the shallow showman", to tell the truth about Hitler, "the criminal incompetent", and to tell the German people the truth about the dangers of the form of government that the Third Reich gave them. She believes that she is fulfilling much of this mission when she speaks to the interrogator. It is therefore felt that her remarks may be considered as her deepest efforts at sincerity and honesty. At the moment she is undergoing a severe mental struggle in an effort to reconcile her conception of "honor" with her denunciations of Goering, Himmler and Hitler. This difficulty appears less great when she is speaking to the interrogator than when she speaks to civilians, but from civilians who have led her conversation and then unknown to her, report the results to the interrogator it appears that she is striving to exert a progressively more democratic influence over her countrymen. It is felt that her idealism and her exact knowledge regarding many of the faults of the Nazi system, if put to proper use, might eventually be of value in the re-education of the German people.

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WASHINGTON CHAPTER

We are happy to report that the girls in the Washington, D.C. area are active again, and getting organized. On January 27th they met in the Willard hotel and craving Chinese food, moved to the Lotus.

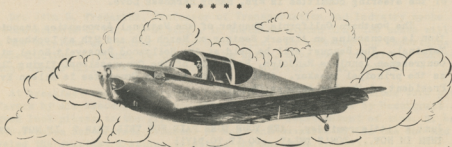
The following Friday a business meeting was held at Dodie Aspell's home, 600 29th Road, South Arlington, Virginia. It was decided that a meeting would be held on the first Thursday of every month. Dodie was chosen temporary Chairman, and Secretary-Treasury until such time as all the girls in this area have been contacted and the By-laws are available. Phone Jackson 1709 and let Dodie know that you are in this area. Chapter dues, where to hold meetings, how much to spend on dinner and similar subjects were discussed. Donations for the General Arnold Fund were collected. They would like to be active on a clearing house project for available positions.

The second meeting was held at the 2400 Hotel on March the 7th. After dinner a business meeting was held, at which time they decided to change the meeting night to the third Thursday of every month as the Ninety-Nines hold their meetings on the first Wednesday and if they continued to hold theirs on the first Thursday, it would make too much of a good thing at the same time, so to speak. Each meeting will be called for 19:00. If a member wishes to cancel a dinner reservation, it must be made before 10:00 of the meeting day, or she will be charged for that dinner reservation.

The Statler Hotel has been suggested as the next meeting place, and they intend to invite guest speakers to attend. They have quite a choice being in the District.

Because of their location in the Nation's political center, they are eager to help in anyway, contacting the proper people, and knowing what Bills are before Congress, etc, in getting Reserve Status for us.

The following officers have been elected:- Dodie Aspell, 43-8, Chairman Gwen Clinkscales, 44-5, Vice-Chairman, Noni Horton, 43-7, Public Relations Officer, Helen Paine, 44-10, Assistant Public Relations Officer, and Mozelle Simpson, 43-7, Secretary-Treasury.



THE 1946 SWIFT

LOS ANGELES CHAPTER

The 1946 membership drive is now under way supervised by Jacqueline Hart, Committee Chairman. Her clever invitations for the February meeting resulted in an overwhelming attendance at the home of Lola Perkins on February 7, 1946. Colored movies taken of WASP training activities at both Houston and Avenger were the highlight of the evening's program.

Helen La Von, French aviatrix, gave a very interesting talk on the activities of women pilots in France and some of her unusual experiences including her participation in underground operations during the war. Although Miss La Von is the only woman to hold a French military acrobatic license, she is now a student of Sonny Avery and, as she so quaintly puts it, "is learning to fly the American way." She recently purchased a Swift which is crated and will be shipped to France as soon as the usual red tape will permit.

Mardo Crane has investigated the possibility of purchasing an Army barracks as a permanent WASP NEST. The barracks will be converted into an attractive "club room" for meetings and RON facilities which will be available to transient WASPs. The site has not been definitely decided although Clover Field, Santa Monica, is preferred by the majority.

Miss Crane also suggested the following ideas for future meetings: guest speakers, such as aviation columnists of local newspaperers and magazines, C.A.A. inspectors and airport operators.

The March 7th meeting was held at the residence of The Sisters of Social Service with Margaret Weiss (44-7), now a Novice, as hostess. Guest speaker of the evening was C.A.A. Inspector Ward of the Los Angeles Branch office, who discussed the new Civil Air Regulations particularly with reference to Flight Instructor and Instrument Ratings, license renewals, air traffic rules and regulations. This open forum discussion clarified many former misinterpretations. Regular business was dispensed with in order to give the speaker sufficient time to thoroughly cover all phases of his subject.

Announcement was made of the Women's Aviation Conference to be held at Stephen's College, Columbia, Missouri on April 22nd to 24th. A member of the steering committee is Mrs. Nancy Harkness Love.

The Southern California Chapter of the National Aeronautics Association is sponsoring an Airpark Seminar on March 8th and 9th at Lockheed Air Terminal. The Banquet will be held at the Hollywood Roosevelt Hotel with Congressman Jennings Randolph, President of the Congressional Flying Club, as the principal speaker. Active on the Airpark Committee is Eileen Evans, President of the Los Angeles Chapter.

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Just a little reminder...ARE YOUR DUES PAID FOR THIS YEAR ? IF NOT, SEND THEM IN NOW....DON'T DELAY...DO IT TO-DAY!!

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TEXAS CHAPTER

The Women Pilots' Convention, which was held in Austin on the 9th and 10th of February, with the Texas Wing of Women Flyers, the Ninety-Nines and the WASPs was very successful. Seven Aircraft Manufacturers sent booklets advertising their new planes, and these pamphlets were given to each girl as she registered. A corsage and a plotter were given to each of the 100 girls attending the luncheon. The plotters were sent by an Aviation Supply House. Mr. R.W. Cantwell, President of the Fort Worth Chapter of the N.A.A. spoke on the Importance of Maintaining a Separate Air Force. He pointed out that Russia and England began research work on navigation across the Polar Regions immediately after the close of World War II. He stressed the fact that if there is another war, it will be an air war; and unless we maintain a strong Air Force to ward off possible attacks, the United States will be the bombing target. Therefore it is most essential that we have a separate Air Force. He urged everyone to let Congress know that we realize the necessity for Separate Command. Individual letters favoring such a Bill, he said, would be better than a single letter, representing the group.

Miss Jeannette Lempke, National President of the Ninety-Nines, flew in from Saginaw, Michigan for the meeting. She spoke on "Air Marking" and suggested the girls contact the various civic groups in smaller communities to stimulate interest in this project. By means of Air Marking, the inexperienced air traveler will have less difficulty in recognizing small towns on the route. Mr. Jack Bates, Chairman of the State Jaycee Aviation Committee, also stressed this project briefly at dinner.

Immediately following the luncheon, the WASPs held a private business meeting at which time they decided they would each write individual letters to Congress with regard to the Separate Command for the Air Forces. Miss Blanche Noyes will be contacted with regard to the best manner in which they can help the C.A.A. in the Air Marking project. They decided to investigate the possibility of introducing Aeronautical Education in the public schools of Texas. Tentative plans were made for the next meeting, which will be on June 15th and 16th, possibly on a Dude Ranch.

Cocktails, through the courtesy of the Texas Gulf and Humble Oil Companies were enjoyed in the lounge at 18:00.

Dr. John H. Frederick, Professor of Transportation and Industry spoke on "Some Aspects of Private Flying", in which he stated that the women will make the airplane as popular as the automobile. He stressed the importance of constructing airplanes so they will be safer, have more simplified control, so that demand will grow for the plane as it did for the automobile.

At breakfast the next morning, copies of Civil Air Regulations were given as favors by Air Associates. Four silver dollars were given by Beechcraft as good luck pieces to the girls having--1. The least amount of time. 2. Last one to receive her private license. 3. Last one to solo. 4. The one who had traveled the greatest distance to attend the meeting.

* * * * *

Mary Edith Engle 43-4 has requested that we enter this in the Victory Bond Contest. It proves rather amusing!

"GOTTA GO"

The Midland Army Air Base (#2) was an ideal refueling point for the ATC since it was just about mid-way between El Paso and Dallas. However, when it was first opened, nobody gave a single thought to the poor little WASPs. The first time I landed there, I turned in my clearance and started looking for the Ladies Room. Finding none and realizing that I had quite a distance ahead of me, I asked the sergeant in Operations to direct me to a rest room. He looked rather flustered and led me outside where I stood while he held a conference with the recon driver. Then I was told to get into the recon and the very red-faced driver drove for ages, (it seemed) and stopped at the officer's bath house. Whereupon I was left standing in front of a building while he checked to see if it was in use. At long last the poor officer came out and I went in, while the recon driver stood guard outside the door. Four more officers were impatiently waiting as I came out.

The second time I had to wait for someone to get clothes for an officer who had dashed over in his shorts to take a shower, little suspecting what an audience of WASPs would be there when he came out!!!!

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NATIONAL CONVENTION

Miss Clara Marsh, our National Chairman, and Miss Jeannette Lempke, President of the Ninety-Nines, have conferred on the intended joint National Convention at the proposed Cleveland Air Races. The suggestion of having the National Convention at the Cleveland Air Races was proposed by Ruth Shafer. It was learned later that the 99's were planning the same thing. Miss Helen Cellar and Miss Shafer are on a committee investigating the necessary details.

Below are the answers to Do You Know?

1. Mme. Marie M. S. Blanchard was named Chief of Air Service by Napoleon in 1804.
2. Mlle. Eliza Garnerin, daughter of Andre-Jacques Garnerin, reputed inventor of the parachute, was the first woman to make parachute jumps, in 1863.
3. Aida De Acosta was the first woman to pilot a powered aircraft solo in 1903.
4. College Park, Maryland was the first airport in the United States.
5. In 1910 Baroness De La Roche was the first woman to obtain a pilot's license.

JUST BETWEEN US

Genevieve Landman 44-5

WASP owned planes in the medium of Flying Clubs! That's the one thing we need to hold us together more than any other factor.

It occurs to me that among the WASPs with whom I am associated here in New York City, very few of them f-l-y. My own personal reason is that flying is expensive. I have a job that pays well--but not that well. Besides, it's one thing to go out and fly aimlessly or to have an incentive such as the club or group participation holds forth.

A group of fifteen girls on the coast could pick up an AT-6 and pay one hundred each to buy the lovely thing. Granted it eats 30 gallons of gas every hour, which would probably mean that it would sit on the ground more than it would fly----but supposing another group of girls own a 65-hp little fly-by-night (you know, a Cub, or a T-craft). Then between two groups of fairly amiable personalities there are two planes available. Supposing you do only log one hour each month in an AT-6; that's more than any of us have been logging.

There is the remote possibility that a group could sponsor larger type airplanes.

My point is: I believe that if there were WASP Flying Clubs (incorporated or on partnership basis within each club only) the WASPs would be flying again. Some of you who are clever enough to be instructors may lose this perspective. Those of you, who own your plane, may also lose this perspective. There are many of us who have different roads of endeavor since December 1944....many have married. Some of us are among the hapless women who work for a pittance here in New York City-- and can't afford movies (let alone flying).

As a concluding point, we'd be flying again!! We'd be aiding and abetting women's niche in aviation. Perhaps the Woman's International Exposition can assist us a great deal.

ESQUIRE, March 1946 issue shows one example of its success among eight business men in Detroit. Women can do it too!!!

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SOARING CIRCLE

Sportsmen pilots of the southern part of Connecticut have plans for forming a Glider Club. It is the intention of these flyers to buy a Nelson Humblebee, and operate from the Danbury Airport. A glider instructor or someone who has had glider experience would be most welcome in this group. Anyone interested, living in the vicinity of Bridgeport or Norwalk contact Tweedy Cellar, 675 Brewster Street, Bridgeport, Connecticut. There has been much new and stimulating interest in the art of soaring, and this is a suggestion which can be put into effect in other parts of the country. Let's soar, girls!!!

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Come in, Fifi.....Over



We know you are interested in knowing the results of the GI Bill for Wasps Questionnaire published in a previous issue. To date we do not have sufficient returns to give you the majority opinion. But we would like to devote this space to a few of the answers. Please get those answers to us so we will be able to make an intelligent decision as to your voice.

Vyvian Williams, 44-7, who at present is the Personnel Assistant at the U.S. Navy Yard, Charleston, S.C. has this to say:- "I do not believe we, as WASPs, should expect or ask to be included under the GI Bill of Rights, or any similar bill for the following reasons:

1. Girls who joined the WASPS VOLUNTEERED for what they knew was a NON-MILITARY organization. Some even fought militarization when it was later proposed. Some threatened to resign if we were militarized. I do not believe we are now entitled to the benefits of other military organizations when we were told in the beginning there would be none!
2. During the period of training and the following period of service we were paid wages commensurate with our duties. The education we received is not only valued at \$20,000.00 per person, but it could not be bought if you had \$20,000.00. It is hard for me to believe that any member of the WASPS lost more than she gained; except those of course who were killed or disabled.
3. The publicity necessary to instigate this proposed legislation would invite a tremendous amount of adverse criticism which would reflect on our former organization and hinder anything we might try to do in the future as the Order of Fifi Nella.
4. With the general public at present so "budget" minded, the chances of the proposed legislation being passed by Congress are nihil."

Mildred Davidson Dalrymple, 44-4, says, "We served when we were needed. Most of us received more than we gave. Let us accept that fact and not whine for additional benefits- but turn our efforts toward less selfish goals."

Mary Elizabeth Pettitt, 44-7, favors a bill for Reserve Status rather than one with GI Bill benefits. "I believe we did our jobs sincerely with the thought that we were all members of one of the services, yet our status seems to be regarded only smilingly in official circles. The WASPs should be accepted as having done a duty for the country and receive recognition equally with other feminine groups."

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Come in, Fifl.....Over

Cont'd

Shireen Phelps, 44-8, at present a Flight Instructor, thinks accordingly: "Compile letters to Congress or other influential state departments. Cooperate with the Order of Fifinella in any way asked." She thinks we should definitely be on a Reserve Status. Then should a national emergency arise, we would be organized and ready to work, being acquainted with the latest Technical Orders, etc.

Martha McKenzie Green, 44-5, is in accord with the thought of proposing a GI Bill for WASPs and has this to say, "The risk each and every WASP took as a matter a course was a risk not asked of any other civilian group, and the ones who did similiar work, such as WAVES and Nurses, were fully militarized and covered by the GI Bill of Rights."

Muriel Moran, 44-10, at present Personnel Director, Morrison Hotel, Chicago, Ill. says, "I believe you will find most WASPs more interested in keeping their flying ability at the point where it will benefit the nation, rather than pursuing school careers at the expense of the taxpayers. Reserve Status should be emphasized rather than a GI Bill of Rights. Before we start writing Senators, etc. it seems to me that we should lobby the public rather than Congress. We are a small and impecunious group; our votes are not sufficiently numerous to attract the interest of the legislators and our funds are not such that they can support effective lobbying."

The following is direct quotation from a recent letter we received:- "We feel that the discrimination made against those that are not members of the OOF regarding their participation in WASP meetings is most unjust. Those girls earned their wings and served, and on the basis of that, have every bit as much right to participate in WASP activities as anyone else. Perhaps they have excellent reasons for not wanting to become a member of the OOF, but if they have the desire to attend meetings and keep in contact through that means it seems to us that they should certainly be allowed to do so." That statement is signed by the following:- Shireen Phelps 44-8, Mary Jane Ehrman (Ishman) 44-8, Florence Emig 44-10, Dorothy H. Davis 44-10, Pat Gibson 44-4, Virginia H. Mullen 44-7, Dorothy Estep 44-8, Gene T. Shaffer 44-1, Margaret Diffin 44-4, Juanita Drier 44-10, and Dorothy Fowler 43-7.

NOTE: The Executive Board would like to make it clear that the NEWSLETTER and the ORDER OF FIFINELLA are financially self sustained. The organization and the publication are wholly dependent upon DUES and the voluntary participation of every girl who desires to be a member. Several copies of the NEWSLETTER have been sent to ALL WASPS, whether members of the organization, or not, in an effort to hold their interest and keep the organization active and growing. We need the full cooperation of all WASPs.

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The following is an entry in the \$50.00 Victory Bond Contest, which closes with this issue. Winners will be announced as soon as a decision has been reached by the judges.

IT COULD HAPPEN ONLY IN TEXAS

Martha McKenzie Green 44-5

The wild desolate country of Texas has been the scene of many a man's undoing- and almost that of a girl. This particular incident took place in the vicinity of the wild and woolly West which had been selected for the training spot for future women pilots. The time was November, 1943 and about three weeks after I, a lowly trainee, began the "torture course."

It was shortly after my solo flights, and I was to be trusted with one of those mighty Stearmans, to take off at 1700 for a last period flight. I had been instructed to practice S-turns, 8's, and a few other maneuvers I had been shown. As is characteristic of Texas weather, a stiff wind was blowing from the South that day, so our Flight Commander, Mr. Pollard, had warned us not to let it blow us off course- as if any of us at that time had a course!

So after making a staggering take-off in that breeze, I went out in the areas and made-like-a-bird for an hour. It was a wonderful feeling to be master (or should I say mistress?) of that big airplane; now that I had solved, there simply wasn't any way that a ship could outthink me, which up until that time it certainly had. So after perfecting the few maneuvers I knew, I turned to go back to the field. I had taken off from Auxiliary #2 and was to return to the main field; so after flying southeast for a time, I began looking for Avenger. When it didn't come in sight, I started looking for Auxiliary #1. Still no soap, so in desperation I searched for Auxiliary #2, even turning the plane up on one wing to look under me, a trick one of my instructors had caught me on several times. But nothing looked familiar.

Darkness just doesn't creep up on you in the state of Texas; it suddenly envelops you. So when I realized someone had put the tees in the stage houses and then hid the stage houses and camouflaged the fields, I began looking for a likely spot near a windmill, which if it has a house nearby, they call a ranch, to set down this big bird I was hauling around the sky. Buzzing this time really wasn't fun because I was in earnest, but finally I found a field I thought I could set down in without damaging any cows or unwinding any windmills. So at 1850 I landed.

I rolled up near a fence, cut the engine, wiped the sweat off my brow, and looked around. A house about a half-mile away attracted me, so I stood up in the cockpit and started yelling. Nobody answered, but some cows at a far end of the field began coming near me with a curious gleam in their eyes. As they came closer and nosed around the tail of the plane as if they had all intentions of eating it, I jumped off the wing to try and save enough of the ship to prove an airplane had left me stranded out there in the middle of nowhere and to give my reasons as to why I didn't think planes were here

to stay. Not wanting to antagonize the animals, I merely yelled, sang, waved, and made faces at them until they decided that if they had to put up with me, the plane wasn't worth the trouble, and they left.

About this time a car came down the road and stopped near the fence. A cowboy, who looked as if he had never seen a cow, came over to me, and I told him my sad story. He promised to go to Avenger, some 30 miles away and report my plight. In the meantime there was nothing for me to do but wait, as I had been warned not to leave the ship under any circumstances unless death do us part. There was no beautiful Texas moon above, only a few million stars, and the howls of coyotes and wolves (the four-legged kind) that didn't seem far enough away.

After waiting for hours and still no sign of salvation, I put my cushions in the baggage compartment and took up my chute. By this time I wasn't able to casually sling it over my shoulder, but had to put it on the wing and crawl under it. My intentions were to start walking, stopping by Avenger to leave the chute, and keep heading for Tennessee. I didn't think anybody at the field cared whether I got back or not. So walking along, dragging my chute, I ran into fences, fell in holes, bumped into posts (it was dark, and I couldn't see if they were trees or not, but they couldn't be, cause this was Texas), and I finally came to a farmhouse. I didn't have to wake the occupants- the dogs did that- but the people were kind enough to take me to a phone.

Thinking my troubles were almost over, I called operations. They refused the call, because it was long distance, collect, and no ship had been reported missing from the field. It was the same story everywhere I tried, tower, OD, hangar. So in desperation I got the Commanding Officer, Major Urban on the wire. He promised to come to my rescue and asked that I remain where I was rather than continue my walk. I was perfectly willing to comply with his wishes. Soon Mr. Pollard arrived. We went back to the ship, which luckily was undamaged, and there were my two check pilots.

Feeling like I was facing the guillotine, I wearily walked up to them. In a silence you could cut with a knife, one of them said, "Well, McKenzie when did you start night flying?", and the others laughed.

On the way home the instructor put me at ease, even buying me my supper which by that time was a midnight snack. It wasn't until later that I found out another member of my class had had the same experience except she had landed at Big Springs and was spending the night there.

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Do You Know Any WISPS?

Following up on a suggestion made by Pat Houran, 44-10, that in order to encourage other girls, (as well as promote WASPs) why not sponsor an associated group of all girls, actively flying, who have been soloed by WASP instructors? The name of WISPS has been suggested. Such groups would be invited to join social and educational meetings and help promote national programs which are not exclusively WASP business. Send all comments and suggestions to Peg Helburn, 40 Huron Avenue, Cambridge 38, Mass.

FEMALE FLYING NATIONAL GUARD

The Knickerbocker Group, Civil Air Patrol, the Manhattan branch of the CAP, is anticipating the assimilation of those of its members who can qualify (physically, aeronautically, and otherwise) into the New York State Guard. The various State Guards will be organized again, sometime during the months of June and July, into the National Guard.

Heretofore the National Guard has been exclusively organized of males. It is in this light that discussions of the proposed "merger" have been carried on in the Knickerbocker Group. However, it now seems that the Guard is contemplating the organization of WAC units as auxiliaries to the National Guard in the future. It is not known at this time the basis upon which these WAC units will be organized; there is a possibility that, unless ex-WASPs who are interested in making available to the Guard their excellent training as rated Army pilots and also taking advantage of the accessibility of military aircraft for this purpose, there may be artificial restrictions set up (i.e. that female eligibility may be based on service in the WAC, WAVES, etc.) which will exclude ex-WASPs again because of our equivocal semi-non-military classification.

It is therefore urged, if you as an individual are at all interested in the possibilities and implications of this matter, that you get in touch with your nearest Civil Air Patrol squadron officer; since it is not known whether this is a national movement between CAP and National Guard at present or one indigenous only to the New York branches of these organizations, you should do the following: 1. Contact CAP if you are inactive or wish to join. 2. Inquire whether your CAP squadron has initiated any action to collaborate with your State National Guard. 3. If no action has been instituted, take measures to see that it is done. 4. If such action is already in progress, discuss and organize all CAP female personnel and all ex-WASPs in your vicinity for unified effort in establishing a FEMALE FLYING unit in the STATE GUARD which will in a few months become the NATIONAL GUARD.

Further information will be carried in subsequent issues of your Newsletter. Kindly send reports of your progress on this matter to: Margaret M. Moore, 1332 Second Avenue, Apt. 5-S, New York 21, New York.

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Answers to Do You Know?

6. Harriet Quimby was the first woman in America to receive a pilot's license in 1911.
7. Katherine Stinson was the first night flying woman sky writer, spelled CAL above Los Angeles.
8. Katherine and Mary Stinson were the first women to train war fliers in Texas in 1917.
9. Miss Sylvia Boyden was first professional woman parachutist in United States in 1919.
10. Mrs. Irene MacFarland was the first woman member to the Caterpillar Club in 1925.

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WASPTIVITIES

1943 Classes

Mary Alice Gresham, 43-7, is now flying a civilian AT-7 and also a B-25, somewhere in Florida. * * * Jean Livingston Dunkle, 43-5, is now in Iowa City, where her husband, Warren, is attending Law School at the University. * * * Annabelle Kekio, 43-5, was married to Charles Rothart, a 15 year pilot; they were High School friends. Charles owns a camera shop in downtown Cleveland, and Annabelle with her sister, Marian comprise the K & K Exterminator Company. It is their business to make war on roaches, bedbugs, rats, moths, etc. In order to pass her examination for a license to operate in Cleveland, Annabelle had to learn the life cycle of 202 common household insects. * * * By the way, she says that business is very good and if anyone is interested, she will be glad to help them get started. * * * Mozelle Simpson, 43-7, is back flying DC-3s, C-45s, Lodestars, and UC-78s with the Reconstruction Finance Corporation after her most unfortunate mishap. * * * Noni Horton, 43-7, has been teaching at Wilson High School and part time instructing at Congressional Airport in Washington, D.C. Rumor has it that she will soon be demonstrating Beechcrafts. * * * Word has reached us that Mary Parker Gair, 43-5, is with the American Red Cross in the Pacific. * * * Blanche V. Osborn, 43-6, is in Shanghai, China with the A.R.C. * * * Janice Christensen, 43-5, is working for the C.A.A. Communications...she just received a promotion to a Full Communicator from Assistant, and is stationed at Archibold, Ohio, between Toledo and South Bend. * * * Virginia Acher, 43-5, is doing Personnel work for the University of Oklahoma. * * * Yvonne Ashcraft, 43-7, is in Omaha getting her instructor's rating. * * * Inez Woodward, 43-4, flies a C-78 for Duxastel Corp., Hannibal, Missouri. * * * Marty Bevens, 43-4, has an Antique Shop in Florence, Kentucky. * * * Mary McDonnell, 43-6, is teaching Link and Navigation at Stephens College, Columbia, Missouri. * * * Marge Selfridge Dresbach, 43-8, is living in Yuma, Arizona, where she and her husband just bought a refrigeration store, namely, The Yuma Refrigeration Sales and Service. They have been rather busy between setting up the new store and playing golf. * * * Janice Tate Harris, 43-4, received quite a write-up in the Dallas Morning News, when she recently purchased an AT-6. * * * Jo Myers, 43-5, is working for a bakery in Dallas and is the boss' right hand man. She is also doing some ferry work. * * * Natalie Ellis Fahy, 43-4, is living the life of Riley while her husband is attending the Army's Latin-American School at Michigan Union, Ann Arbor. He expects to be assigned as an Air Attache somewhere in South America when he finishes his studies. * * * Faith Buchner, 43-4, has been working in the weather department of United Airlines in Chicago, and says, "So these clever male pilots hop in and tell me all about weather from a pilot's point of view - I stand and look appropriately ignorant of what they are telling me, while the Meteorologists stand around and snicker.--Oh, to have been a WASP." * * * Mary Clifford Lyman, 43-4, has been spending a belated honeymoon with her returned veteran husband, Bill, in Florida. * * * Jean Babb, 43-7, and her husband had plans to operate an airport in California. * * * Josephine A. Pitz, 43-5, is in San Antonio with her husband, Lt. Col. John Egan, B-17 Squadron Commander from the 8th Air Force. They were married December 26th.

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WASPTIVITIES

1944 Classes

Received word that Virginia Potthoff, 44-9, was off to Florida to join her husband in a crop-dusting project. * * * Virginia Foster and Cadye Clinkscapes, both of 44-5, are with the C.A.A. at the Municipal Airport in Norfolk, Virginia. * * * Lorraine Nelson, 44-5, is in Gustavus, Alaska while Kathryn Boyd, 44-5, and Doris Anderson, 44-8, are in Anchorage, all with the C.A.A. * * * Margaret Needham, 44-2, has been busy flying as co-pilot on a C-47 and the glider in glider snatch pick-ups. * * * Ann Griffin, 44-9, is working for Pratt & Whitney Aircraft in East Hartford, Connecticut as an Engineering Aid, helping in the design of new aircraft engines. She also has a class of 25 students from high school that she is teaching ground school subjects an evening a week. Throughout the past year she has given talks to various women club groups, to encourage women to take an active part in aviation. * * * We heard from Geraldine Fulk, 44-8, who is in Miami with Tot Fisher, 44-8, and after spending New Years in Havana at \$18.00 per night, they went to the Air Show and bumped into a good dozen ex-WASPs. * * * Marilyn Miller and Joan Michaels 44-6 gals are in stewardess training for American Airlines - La-di-da. * * * Mary Retick Caulfield 44-6, and Betty Fulbright, 44-10, have been busy ferrying AT-6s, nice work, if you can get it. * * * Rose Palmer, 44-6, has returned to Fort Worth after a long week end visit in New York City. * * * Nancy Upper, 44-6, is the only full time instructor with Pacific Aircraft, Eugene, Oregon. * * * Barry Vincent Smith, 44-6, is back in Chittenango, New York getting used to being Mrs. Smith. * * * Jean Hascall Cole 44-2 is instructing at the Municipal Airport, Richmond, Indiana. Jean has her instrument and water ratings, too. * * * Ann Dance, 44-1, bought a house in Corpus Christi, Texas...looks like "house-warming parties" are in the breeze. * * * Peggy Werber Persinger, 44-10, is Eastern Representative for Taylorcraft Aviation...selling T-crafts in Gimbel's Department Store, Philadelphia, demonstrating and contacting dealers. Her husband, Bill, whom she met at Foster Field and married in January, 1945, is with the 91st Squadron mapping South America, as 1st pilot on a B-17. * * * Eileen Wright, 44-7, is writing life insurance for Prudential in Baltimore. She has 33 little Girl Scouts who keep her busy on Friday nights. * * * Elizabeth Wall, 44-1, is working with the C.A.A. in a communication station on Sinclair Airport, about 3 miles from Rawlins, Wyoming. * * * Levona Hove, 44-10, is a Link Trainer Instructor for the A.T.C., teaching transoceanic pilots in Washington, D.C. * * * Dorothy Johnson, 44-8, is working for the A.A.F. in Washington, D.C. * * * Winnie Jones, 44-7, is ferrying BT-13s from San Angelo to Mexico. * * * Starley Grona, 44-3, now owns a PT-19, BT-13, and an AT-6. * * * Frances Gimble, 44-10, is working for an advertising company in Austin, Texas and is doing some flying in Stinsons. Pat Velut, 44-4, is instructing in Napa, California. * * * Margy Stevenson, 44-8, is at Oklahoma University, Norman, Oklahoma. * * * Helen Venskus, 44-8, is with the C.A.A. as a communicator at Springfield, Illinois. * * * Mary Jane Isham, 44-8, married Peter Ehrman last May at the Stanford University Chapel. He is an ex-Navy man, Annapolis class of '39 and is now a dispatcher for United Airlines. Mary Jane is doing some instructing at San Carlos Airport, California, and also paper work for the C.A.P. * * *

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DAN CUPID'S LOG BOOK

1943 Classes

Nancy E. Batson, WAF, was married to Lt. Col. Paul H. Crews, U.S.A. Air Forces on Friday, February 1st at Birmingham, Alabama. * * * Constance Young, 43-7, became Mrs. George Reynolds on November 2, 1945. Madge Rutherford Minton, 43-4, reports that her co-pilot daughter, Brooks, just nine months old, enjoyed her first transcontinental hop when only ten weeks of age. She now rides on her mother's lap and simplifies flying by pulling full right stick in left banks. (Sorry, Madge, space does not permit printing the photo) * * * Margery Moore, 43-4, married Lt. Donald E. Holben, U.S. Marine Corps, on February 9th, at Pasadena, Calif. Esther Mueller, 43-8, married J.L. Ammerman and lives in York, Nebraska. Nelle Carmody, 43-6, married Lt. Klein and lives in Boise, Idaho. * * * Harriet MacLane, 43-5, married ex-Sweetwater instructor, George Wanamaker and they live in Galveston, Texas.

1944 Classes

Juanita Ann Drier, 44-10, and Major Edmund C. Hurlbutt, Jr., Army of the United States, were married on March 2, 1946 at the Saint Francis de Sales Church, Oakland, California. * * * Ruth Rees, 44-10, and Duke Phillips said "I do" in the Methodist Church in San Antonio, Texas on the 12th of January. * * * Meriem Roby, 44-4, was married on New Year's Eve and changed her name to Anderson. * * * Jacqueline Riley, 44-10, and Lawrence B. Stern were made man and wife on January 11th in Grand Rapids. * * * Pat Braun, 44-8, became Mrs. John Boyd O'Bannon on December 15, 1945 * * * Mildred Eckert Carder, 44-7, is busy these days with a little boy, Pat Tracy Carder. Joan Freter, 44-10, took the middle aisle on March 1st in Amarillo, Texas with Joe Uhalt. * * * Saw by the Philadelphia papers that Genevieve Lee, 44-6, and her husband, James Wadhams, Jr. were honeymooning in Miami and Nassau. * * * Margaret Phelan Taylor, 44-5, is proud "mama" of a little boy. * * * Janet Lee Hutchinson 44-6 is engaged to Robert Simpson, Lt. in the Army Air Corps, so it looks as though Janet Lee will be an Army wife. * * * Ellen Howard, 44-10, was married January 30th to Lt. William Graff and they are living in Burlingame, California. * * * Peggie Parker, 44-4, was married to Capt. Max J. Sanny last February. He was Assistant Director of Training in the C.C.I.S. B-29 program at Alamogordo, New Mexico, where Peggie was stationed. They are now enjoying civilian life, having just purchased a surplus BT-13 and having a great deal of fun. They are residing in their new home in Portland, Oregon. * * * Lynn Boyd, 44-5, embarked on the sea of matrimony last December 16th with Kent J. Tillinghast, Chief of A.T.C., Anchorage, Alaska. * * *

WASP NESTS

Isabelle McCrae, 44-3, wants to list her home among the WASP NESTS. She doesn't have a phone (you know the shortage) but if you call 8-1998, and the message will be relayed. She and her husband, who is an instructor at Pensacola, live at 3624 W. Jackson St., Pensacola, Florida.

What is the CONGRESS OF AMERICAN WOMEN?

WASPs, do you know about the Congress of American Women? Many of you are familiar with its activities, but for the benefit of those who are not, here is a brief summary of the organization and its program. As the most influential group of women flyers in the world, we should feel it our responsibility to keep ourselves informed in regard to groups, especially those composed primarily of women, with whom our cooperation, interest, and energies can be integrated to work for a lasting peace and a better world.

In November 1945 an historic conference was held in Paris. This was known as the Women's International Democratic Federation and more than eight hundred women, representing millions of women from forty-one nations, including England, China, India, Russia, Spain, Finland, Poland, Greece, the United States, Hungary, Czechoslovakia, Yugoslavia and many others. These representatives included housewives, working women, trade unionists, farmers, doctors, lawyers, artists, women in government---all came to Paris at the invitation of the initiating committee originally called by the Union des Femmes Francaises, a national French organization formed by the heroic women leaders of the Resistance. These were the women whose husbands and sons had been sent to labor camps, whose homes were a pile of rubble, who saw their orphaned neighbor's children foraging the country-side in search of food, saw their little wizened faces turn hard as they took to stealing. These were the women who stood a thousand strong in front of a train loaded with their men to be shipped to labor camps and dares the locomotive to mow them down. Among the International representatives at the Paris conference were women who were active in the recent world war: the Russian Major General Zynaida Troizkaya, in charge of Communication and Transport for the Red Army during the war; another Russian who had been a Captain in the Air Corps with 100 downed planes to her credit; from France, Mme. Vaillant-Couturier, one of the first women to sit in the French Legislature, typifying the part women are playing in the new Europe. Mme. Couturier had been arrested for her work as a photographer on an Underground paper and spent 3 years in a concentration camp; a twenty-four year old Yugoslav delegate had been a machine-gunner with Tito's forces; Mme. Yeh Nan representing the new freedom for women in China. Among the representatives from the United States were Dr. Gene Weltfish of Columbia University and co-author of "Races of Mankind"; Mrs. Federich March representing the Independent Citizens Committee of the Arts, Sciences and Professions, Dr. Beryl Parker, Mrs. Clifford Pinchot and many others.

Probably the biggest role this organization will play in the immediate future will be in the realm of public health, particularly of children, who in many countries of Europe have not only diminished in size, but are unable to learn in school because of debilitation and juvenile delinquency.

The aims of the Women's International Democratic Federation are to be achieved in every country according to the form of government and particular genius of its people. THEREFORE, in America the CONGRESS OF AMERICAN WOMEN, actively affiliated with the Women's International Democratic Federation, has been initiated.

(Continued on next page)

Clara Jo Marsh, our National Chairman, has been working with the steering committee of the Congress of American Women. She was interviewed by Miss Susan B. Anthony, Secretary of the Congress, on Station WMCA, New York, in regard to the part the WASPs played in World War II. During the interview Clara emphasized the excellent record of the WASP, the types of operational flying they performed, the types of aircraft in which they qualified, their excellent safety record, etc. The point of the program was to emphasize the lack of Military status of WASP, their lack of insurance and the situation regarding the lack of compensation to deceased WASP families, and inadequate compensation for the injured. The facts of the WASP lack of Veteran status were presented. The purposes of the Order of Fifinella were stated, and their relationship to a peace time world and the function of women in the total picture of aviation.

Our Chairman was given the following Platform of the Women's International Democratic Federation by the steering committee and asked to present their program to the Order of Fifinella for consideration:

- 1) The eradication of all remnants of Fascism in every country of the world, and the maintenance of world peace.
- 2) The advance of women into full economic, political and legal status.
- 3) The full protection of children in health, in education, and the realization of their special talents and abilities.

Membership can be taken on a group basis by those who already belong to women's organizations or individually. General membership is \$1.00 to \$10.00; Group affiliation is \$10.00 to \$50.00. The advisability of having the Order join as a Group is being presented to the Advisory Board for consideration. However, this action of the Order does not restrain any WASP from participating individually and your active response is encouraged. The Headquarters address is: Congress of American Women, Hotel Capitol, Room 638, New York, 19, N.Y.

This is truly a magnificent opportunity for women to work together for the world we want to live in! CONSIDER JOINING IN THE BUILDING OF THE CONGRESS OF AMERICAN WOMEN!

ATTENTION ALL WASPS

Will all WASPs reading this NEWSLETTER, please drop a penny postal card to Ruth M. Petry, 104 Devon Road, Ithaca, New York, stating whether or not she has received partial or entire RETIREMENT DEDUCTION REFUNDS? Washington has been contacted in an effort to clear this matter up; a list of those still entitled to payment is being compiled.

* * * * *



MEMORIAL FUND
ORDER OF FIFINELLA

NAME _____

ADDRESS _____

MEMBERSHIP CARD NO. _____ CLASS _____ DATE _____

<u>Quantity</u>	<u>Item</u>	<u>Price</u>	<u>Amount</u>
_____ Size _____	Sterling Ring @	\$ 6.00 (tax inc.)	\$ _____
_____ Size _____	14K Gold Ring @	15.00 (" ")	_____
_____	Fifinella Pin @	2.00 (" ")	_____
_____	Patches @	25¢ each	_____
_____	Decals @	10¢, 3 for 25¢	_____
_____	Wasp Wings @	1.25 each	_____
_____	Service Pin @	.75 each	_____
	Stationery @	1.50 per box	
	(25 engraved sheets, 25 plain sheets		
	and 25 envelopes per box)		

<u>Engraving</u>	<u>Blue</u>	<u>Color</u>	<u>Cream</u>
_____ Wings	_____	_____	_____
_____ Clouds	_____	_____	_____
_____ Parachute	_____	_____	_____
		Total - - - - -	\$ _____

Please enclose your check or money order
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