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HONORED GUEST: Miss Betty Green

Note: Though Miss Betty Green was literally in on the "ground floor" of MAF, and is now (as she has been for 22 years) an integral part of the work, she hastens to say, "I didn't start MAF. I merely opened the office. Jim Truxton and others got the original ideas and I happened to be available quicker than anyone else. So, in 1944 I did the honors." Betty's work is difficult to define. *Much of* ~~Basically~~ it is deeply involved with new candidates. *The candidate secretary's responsibilities. But* Her official title: Assistant Secretary. *Suggests some of her many other responsibilities. Thinking* "That," says Miss Green, "is about as low as one can get." *for continued stream of changing staff from candidates to* ~~But don't you believe it.~~ She works very closely with all new candidates, *orientates to further steps. Works for these young overseas* helping them get situated, oriented, equipment lined up-- *Ex. Case and Board.* things like that. A very important function, though Betty Green is just too modest to admit it.

Question: Betty, isn't flying usually considered a man's work?

Answer: Definitely. And even apart from MAF's attitude about women flying as a lifetime work, I caution women about this. It isn't that they can't do it. Not at all. It often means, though that women who do what I have done will miss out on the things that God has intended for womens' primary functions--that of wives and mothers.

Q. Then you don't encourage a girl to go into this sort of work?

A. That's right. MAF definitely frowns upon it, and so do I. That does not mean, of course, that God will not put His hand upon someone else as He has me, but as a very definite general rule, MAF does not accept women to do as I have done.

Q. What are MAF's reasons for their position?

A. We have three main reasons why we do not accept women for this work: (1) Most women are not ^{trained} mechanically inclined. (2) Much of the work connected with missionary aviation is heavy work. There is bulky cargo to load, which is difficult, in some cases impossible for a woman to handle. (3) The other is flexibility. For instance, if there is a place where it is necessary to ^{base} put a pilot ^{down} for a few days or weeks, it isn't very handy for a woman. In fact, you just can't do this with a ^{single} woman.

Q. In your 5,000 hours of flying, have you had some close squeaks?

A. Yes, of course. But we do everything possible to avoid this before such "squeaks" can happen.

Q. What countries have you flown in?

A. My first assignment was in Mexico, in the State of Chiapas. We were helping the Wycliffe Bible Translators. Then they needed us in Peru, so I went there for a time. My next service was over in Nigeria with the Sudan Interior Mission. After a time at home, I went back to Africa again, this time with the British MAF in Sudan. My last work overseas was in Dutch New Guinea, now called West Irian.

Q. What got you started flying?

A. As a little girl of four or five, I had an older brother who was tremendously interested in airplanes. His "bug" bit me. However, I didn't start flying till I was in high school. And I didn't get my Private Pilot's License till I was in college in 1941.

Q. How did the Lord lead you to MAF?

A. When World War II started, I joined ^{the} WASP (Women's Air Force Service Pilot) with the idea that this flying would give me experience that would help on the mission field. In WASP I ^{the} ~~did a lot of~~ ^{trained for the} ferry

~~Command~~ flying--taking planes from the factory to their destination. ~~We did~~ ^{But some of us were diverted to} other things such as flying searchlight and radar missions, experimental flights, altitude flights, and so on. ~~Later in the war I~~ wrote an article about my purpose in flying which was published in Inter-Varsity ^{Christian} Fellowship's publications. Jim Truxton read it and contacted me. He asked if I'd like to join with him and some others in forming MAF. I liked what they had in mind, so I did join them.

Q. Betty, can you think of a very interesting incident in which you were involved? Something really thrilling or exciting?

A. Of course there were many of those. But one that comes to mind right now took place in Dutch New Guinea (now called West Irian). I was returning from an inland jungle station, about 100 hundred miles from the coast, all of it over jungle, when the tower called me. They told me of a girl at a different mission station who was very ill, and asked me to pick her up. So I diverted and picked her up, then delivered her to a coast hospital. About two hours after we landed they operated. The girl had acute appendicitis and would have died--they told me--if she hadn't gotten out that day. Remember, that an airplane was the only way out. So ~~I~~ ^{it} literally saved her life.

Q. Did things like that happen quite often?

A. Yes, they became almost routine.

Q. Would you say you've grown spiritually and emotionally as a result of your work?

A. Oh, my, I should say. I ^{got embarrassed} ~~turn crimson~~ when I think of some of the ^{my youthful} ~~things I did~~ ^{blunders} when I first came with MAF. Not that they were so bad. But they just weren't so sharp. Certainly I've grown. Tremendously. And I ^{trust} hope this will go on.

Q. What is your favorite Scripture?

A. John 15 means a great deal to me. It talks of our relationship to the Lord and the fact that fruit comes out of this. This is a marvelous chapter to me.