

THE NINETY-NINER

No. 4

January 15, 1933

Woman at the Throttle

Another trusty "women-will-never" recently bit the dust when Ruth Nichols began piloting transport planes over the New York to Hartford run of the New York and New England Airways. No other single event in the progress of those women who choose to follow aviation as a profession is of greater significance than the fact that a woman is actually for the first time piloting a plane over a regularly scheduled airways line.

There have been no women railway engineers, no women steamship captains. Why should there be women pilots on passenger lines? And thus the masculine tradition of the days when people knew by "the engine's moans that the man at the throttle was Casey Jones" has stood intact up to now.

Yet almost without exception women fliers have held that it was only a matter of time until women would be allowed to engineer transports. And only last summer Frances Harrell Marsalis, one of the 56 women in this country who now hold transport pilot licenses, stated: "There are at least 30 women in this country who could handle the job of pilot or co-pilot on an air liner without any fuss or feathers. They are already competing with men on an equal basis in every other phase of flying except as airline pilots, and I haven't the slightest doubt that women will be flying transports some day."

Acting as relief pilot, Ruth Nichols averages two trips a week from Holmes Airport, New York City, to Hartford, Conn., the first leg of a series of lines which New York and New England Airways are planning to extend. In addition to flying passengers, Miss Nichols has been organizing the traffic and publicity departments in the executive office of the line. She is also continuing her regular work of designing experimental ships for speed and long distance flying, and many of the features she is working out will be adaptable to the problems of airways passenger flying.

Altitude Flight Records*

Ruth Law, prime initiator of most of the women's air records, is responsible also for the first altitude record. It came to 14,217 feet and she made it over Peoria, Ill., in 1917. At the time neither man nor woman had climbed an airplane so high. Although her flight was made before the barograph had become an essential part of what the well-dressed plane must wear when its pilot goes out after an altitude record, Ruth Law's was nevertheless an authentic and a distinguished record.

There were other altitude "record" flights in the early days, of less consequence, but interesting from the standpoint of the naive attitude which prevailed on the subject of women's records. For instance in June 1920 the New York Times made much of the fact that Louise Favier, French woman aviator, had broken the world's record by reaching a height of 21,325 feet. She only sat in the plane while a man did the piloting, but since no woman had been up so high before she got considerable glory out of her vicarious achievement.

A barograph is a device which records the climbing altitude of a plane by tracing a line on a revolving chart in ink. When an altitude attempt is planned the official supervisors place two sealed barographs in the plane. After it lands these are corrected to suit atmospheric conditions prevalent at the time of the flight, and all markings and figures are checked by experts. This process, called calibration, interprets accurately the readings of the barographs. They are the silent relentless witnesses to the actual height attained by the would-be record breaker.

* This is the second of a series on women's records, past and present.

The first altitude record made by a woman, with a barograph to testify thereto, was made by accident in 1921 out in California. Amelia Earhart decided to test the ceiling of her newly purchased ship, a little Kinner Airster with a 60 HP Lawrence motor in it. She requested the Aero Club of California to send along a sealed barograph so that she could prove how high her plane would go. When she got down they called her 14,000 feet an unofficial record.

On May 28, 1923, Mlle. Andre Peyre, a Frenchwoman who had been flying for two and a half years, mostly in America, went up to 15,000 feet in a 70 HP sport machine, according to officials of the Aero Club of Southern California. And an editorial in the Wichita Eagle of July 1923 states that Mrs. Bertha Dale Horohem broke the world's altitude record for women in a made-in-Wichita Laird.

(To be continued next month)

Screening Fliers

Back in 1927 when I first started to fly at old Curtiss Field in Mineola I began taking movies. Among my first shots was one of Lloyd Bertaud who planned to fly the Atlantic with Clarence Chamberlin. I have, also, a very good movie of the large Sikorsky in which Rene Fonck planned to fly across the ocean. Other shots, interesting to old-time pilots, are of Merrie Merrill, manager of Curtiss Field at that time, and Bill Hammond, also a Curtiss pilot. The shots of Bill are very amusing as they depict him giving flying instruction to a student on the ground.

Naturally I wanted a movie of Lindbergh, who was often at Curtiss Field in those days, but although he was very nice to me and willingly wrote his name on my helmet, I could not persuade him to pose, so I had to take his picture when he wasn't looking. I got a fairly good shot of him getting into his car. One picture I have never fails to amuse people. ~~It is of~~ It is of Charlie Levine and Mabel Boll, the Diamond Queen who aspired to fly the Atlantic. In a closeup Mabel is shown wearing a ring with a diamond as big as a wrist watch. There are also good shots of George Haldeman, Bill Winston, Roger Q. Williams, Thea Rasche and many others, to say nothing of the reporters and camera men.

This summer I got a fine shot of Ruth Nichols with her Lockheed. I had waited around Floyd Bennett Field for three days for Ruth to come out so I could take a picture of her. It requires great patience to take movies of fliers as you never know when they are going to turn up! But Ruth was splendid about posing when I finally got her. I also took good movies of Viola Gentry, Frances Marsalis and Louise Thaden and the record duration flight ship; also of Edna Newcomer, Bill Ulbrich and Dr. Pisculli, as well as some excellent shots at the Aviation Country Club, including one of Aline Rhonie and a grand flight picture of Betty Huyler Gillies. In my Pitcairn film I have a good picture of Jane Dodge of Philadelphia and an especially good shot of Harold Pitcairn testing the first auto-giro brought to this country.

Margery Brown

To Date Data on Women Pilots (609 Total - 56 T - 43 LC - 1 I - 509 Pr)

This month's total is 609, according to the last 4 bulletins of the Aeronautical Chamber. Since they discontinued this weekly service beginning January 1, the present total is complete only through that date. Hereafter we will have to depend on individual reports for our figures. Therefore all readers are expressly urged to report any new women pilots or any changes in license rating which they may hear of. Please send names, addresses and license numbers and dates of licensing whenever possible so that our card list may be kept accurate.

December brought along two new Transports - Dorothy K. Pressler of Oklahoma City, a former LC pilot; and Iola M. Franklin of St. Louis, who became a private pilot as recently as last August and has won her Transport license in record time. There are 14 new privates for the month -- Bernice L. Herrera, Los Angeles; Montana L. Orman, Hollywood; Clara V. Schmid, North Hollywood (Calif.) -- Nancy Hawley, Bridgeport (Conn.) -- Phebe S. Terry, Chicago (Ill.) -- Mary I. Benoit, Monroe (La.) -- Elizabeth S. Horton, Brookline; Rose Lok, Boston (Mass.) -- Margaret C. Spitz, Detroit (Mich.) -- Margaret B. Millar, Reno (Nev.) -- Marjorie B. Ludwigsen, Brooklyn (N.Y.) -- Isabella D. Fleming, Ambler (Pa.) -- Dorothy N. Shreeves, Ft. Worth (Tex.) -- Jeanne De B. Richards, Washington (D.C.)

The Editor owes Ninety-Niner readers an apology for an error in the state by state list in issue No. 2. The total on privates should have been 464 rather than 480, which was the grand total for all privates at that time licensed to fly and includes 16 privates not resident in any of the states listed.

At the present time the District of Columbia has 7 women pilots, including, Marie C. Buch, Johanna Busse, Helen E. Cavis, Mary M. Craig, Helen J. Frigo, Jeanne De B. Richards, Harriet E. Sackett. Alaska has one woman pilot -- Mary M. Barrows of Anchorage; Hawaii has three -- Marguerite P. Drew, Evelyn Hudson and Dorothy C. Leach, all of Honolulu; Porto Rico has one -- Clara E. Livingston of Dorado; and Haiti has one -- Mary R. Loomis of Port au Prince. There are 4 women in foreign countries who hold U.S. licenses to fly. They are Smaranda Braescu, Bucharest, Roumania; Fay Gillis, Moscow, Russia; Thea Rasche, Berlin, Germany; Dorothy S. Reid, Toronto, Canada.

News Notes

Fay Gillis writes from Moscow that the chances of doing any flying there are practically nil in spite of the fact that the officials are after two years still assuring her that it is just a question of straightening out the details.... Ruth Kitchel, who was flying reporter for her mother's newspaper syndicate, is now Mrs. W.H. Wakeman of Chicago.... Mary E. Von Mach has taken over the distributorship of the Spitz Immersion Heater and her office at Detroit City Airport is headquarters for all women pilots, as well as Ninety-Nine headquarters for that city.... "Official World, International and American Air Records" is the title of a 44-page book bound in blue pasteboard recently gotten out by the National Aeronautic Association. It is corrected to Dec. 1, 1932, and is the most complete and compact compilation ever issued along that line. Pages 41 through 44 are devoted to present records in the feminine category. The price of the book is one dollar.... Two women - Amelia Earhart and Maude-Irving Tait - are now members of the Contest Committee of the N.A.A., U.S. representative of the Federation Aeronautique Internationale, the body politic which supervises all aviation record making.... Incidentally, for the February issue the Ninety-Niner expects to have some advance information on plans for women in the National Air Races this year, including information about the racing program.

How to Become a Ninety-Nine

In answer to the frequent question "How does one join the Ninety-Nines?" -- the only requirements for membership are that a woman be a licensed pilot and that her name be put up by a member of the club. A pilot who is interested in becoming a member and who does not happen to know any of the Ninety-Nines should write to the governor who represents her state for information as to the mechanics of joining. The governors are: Maude-Irving Tait, 192 Springfield St., Springfield, Mass., governor for New England (Me., Vt., N.H., Mass., Conn., R.I.) --- Frances Harrell Marsalis, Curtiss-Wright Airport, Valley Stream, L.I., N.Y., governor for New York and New Jersey. --- Dorothea Leh, 1318 Linden St., Allentown, Pa., governor for Middle Eastern section (Pa., Md., W.Va., Va., Dela.) --- Mary Nicholson, c/o Sternberger Children's Hospital, Greensboro, N.C., governor for Southeastern section (Tenn., N.C., S.C., Ga., Ala., Miss., Fla.) --- Mary E. Von Mach, 829 Chicago Blv., Detroit, Mich., governor for North Central section (Minn., Wis., Mich., Ia., Mo., Ill., Ohio, Ky., Ind.) --- Jean La Rene, Hangar No. 7, Love Field, Dallas, Tex.; governor for South Central section (Nebraska, Colo., N.M., Kans., Okla., Ark., La., Tex.) --- Edith Foltz, Box 400, Route 11, Portland, Ore.; governor for Northwestern section (Wash., Ore., Ida., Mont., Wyo., N.D., S.D.) --- Margaret Cooper, 447 S. Peck Dr., Beverly Hills, Calif., governor for Southwestern section (Calif., Nev., Utah, Ariz.)

About the Ninety-Nines

Official headquarters for the Ninety-Nines and for all women pilots in the United States are at the office of the National Secretary-Treasurer, Lauretta M. Schimmoler, at Cleveland Airport, Cleveland, Ohio. On December 11, the National President, Amelia Earhart, presented a flag which says - Woman Pilots "99" Headquarters and this completed the designation. Margaret E. Lennox and Abby R. Dill, two Cleveland Ninety-Nines, were also present at the little impromptu ceremony.

Two different models of the suggested Ninety-Nine two-piece coverall are going the rounds of the 8 sections. It takes a long time for the members as a whole to get a glimpse of them, but this spring should see the decision made. The garments are not uniforms but practical flying suits to be worn by any woman pilot or mechanic. Only the Ninety-Nines, of course, will wear the club insignia on the pocket. Any reader who has an urge to have a look at the costume may see it pictured on page 30 of Vogue for January 15, with the Club President, Amelia Earhart, modeling it. Any one of the governors of Ninety-Nine will give you details on the suit, and the Ninety-Niner will keep you posted on the results of the official vote upon it.

New members, as reported by the Secretary-Treasurer, are: Bertha Gordon Rands, Mrs. Laura I. Read, Mrs. Anita D.A. Purinton, all of Providence, R.I.; Margaret C. Spitz, Detroit; Louise Humphrey Lambie, Cleveland; Gayle Pond, Chicago; Cecile Moots Allen, Montpelier, Vt. Margaret Spitz, aged 17, who recently won her private license, is the organization's youngest member.

IMPORTANT NOTICE

from the "99" Secretary-Treasurer

All members who have paid their dues and have not yet received their membership card please advise me at once. Those who have not paid their dues are urged to pay up as quickly as they can conveniently do so, if not all at least a part in order to retain their voting rights. A list of all members in good standing, that is not in arrears on their dues, will be published in the next issue of the Ninety-Niner. Members who have not received a copy of the Constitution and By-Laws may have same by notifying me.

Every Ninety-Nine should subscribe for the Ninety-Niner as it is our one means of sending out special notices to all the members generally, and each member should urge other members who have not subscribed to do so immediately. It is one splendid way of keeping up interest and getting in touch with other members regularly.

Signed: Lauretta M. Schimmoler
Cleveland Airport, Cleveland, Ohio

About the Ninety-Niner

This issue is nearly a week late, thanks to an influenza relapse on the part of the editor. She is very regretful of the delay.

Please note the new address at the top of Page 1. The Exposition of Women's Arts and Industries has very kindly agreed to quarter us, so please direct all communications to the new address.

It is very important, in order that this bulletin be a real news sheet of what women are doing in aviation all over the country, that every reader consider herself a reporter and will send in any item of news which happens her way. In addition, in order to insure complete coverage each month of every part of the country and in order to get around the "Jane'll-probably-remember-to-send-it-in" attitude the editor suggests that each Ninety-Nine governor appoint a sectional reporter without further delay. This sectional reporter will be responsible for forwarding as much news as possible each month. Other members may then turn news over to her or send it in themselves as they choose.

The closing date for all news is the 12th of each month.

Remember that non-members as well as non-pilots are eligible to subscribe to the bulletin. Any woman, or man for that matter, who is interested in what women are doing about aviation may subscribe for the bulletin by mailing a dollar to:

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Room 900, 411 Fifth Avenue
New York City

THE NINETY-NINER

No. 5

February 15, 1933

Despite a Mere Mayor

When the Conference on Airport Management and Finance sponsored by the Airport Section of the Aeronautical Chamber of Commerce meets on February 20-21 at Columbus, O., there will be one woman present among the official delegates. And it was a right glorious battle that she put up in order to merit an invitation to this gathering of airport executives from Ohio, Indiana, western Pennsylvania, Kentucky, West Virginia and Michigan.

With her own two hands Lauretta Schimmoler snatched Port Bucyrus from the scrap heap on which it had been tossed by local politics, and there is scarcely a point in the financing, building and management of a flying terminal that she is not equipped to understand and discuss. Three years ago the citizens of Bucyrus, Ohio, voted, by a large majority, a \$40,000 bond issue to purchase and equip an airport, thanks in some measure to the efforts of Miss Schimmoler as chairman of the boosters committee of the chamber of commerce. The newly elected mayor however, for political reasons, consistently opposed spending the money. The City Council nevertheless sold \$15,000 worth of the bond issue, and then, with the money in the bank, the mayor vetoed an ordinance to purchase the airport.

At this point Lauretta Schimmoler got into her fighting clothes and secured the financial backing of 11 local business men. She leased the airport, erected a new steel fireproof hangar and had the field tiled and reconditioned. (Her own and another plane had been burned in the old wooden hangar formerly on the field) In addition she induced the flying school at which she had won her own pilot's license to move there from another city and she reorganized it as the Bucyrus Institute of Aviation. Today Port Bucyrus offers complete service to air traffic under the management of Miss Schimmoler through an assistant trained by her. She is active also as vice president of Vi-Air-Ways at Cleveland (O.) Airport.

Lauretta Schimmoler has worked at many responsible jobs previously, from court stenography, real estate brokerage and advertising to chicken raising. She owned and managed the Leghorn farm which kept a great national railway system supplied with eggs, and, "It was," she says, "this lovely job which I gave up for flying, and I don't regret it."

Wings of Traffic

The only woman field manager for an air transport line in this country and most likely in the world is Marie M. Meyers, who, as it happens, is one of the pioneer women workers in aviation. She went to work at old Curtiss Field at Mineola, L.I., in September 1927 when people still stared their amazement at the sight of a woman stationed at an airport. As secretary to the manager, she airport hostessed before the term had been coined, she typed letters, and she understudied for her husband Elmer G. Meyers as traffic manager of the field.

Today she is acting as field manager and traffic representative for Eastern Air Transport at Raleigh, N.C. Her job is an important one as it includes all executive work in connection with the operation of transport planes in and out of the city. It is her responsibility to see that mail and express are properly dispatched or received, that all details of passenger operation are carried out smoothly and other business matters concerning E.A.T. service to Raleigh are cared for. The city agents who sell air tickets are responsible to her, and as traffic representative she is in charge of traffic promotion in Raleigh. To assist her in her tasks she has a dispatcher and a couple of other assistants.

Since her station is the luncheon stop for planes northbound from Florida, she also operates a restaurant with a maid and a cook to assist her. And it is Mrs. Meyers' duty to see to it, when the big Condors come in from the south, that their 18 passengers and crew of 3 are made comfortable during their brief stop for luncheon.

Feb 15, 1933

Altitude Records (Continued from last month)

On December 2, 1928, the first women's altitude record under full supervision of the National Aeronautic Association was chalked up, but it lacked official sanction of the Federation Aeronautique Internationale, since a separate category for women's records had not yet been set up. Lady Mary Heath made the record of 16,438 ft. at Curtiss Field in a Gypsy Moth. Five days later another unofficial official record went on the books when Louise Thaden at Oakland Airport shoved the score up to 20,270 ft. in a Travel Air with a Hisso motor. This stood until Marvel Crosson in a Ryan with a 300 HP Wright Whirlwind set the record for women at 23,996 ft. at Los Angeles on May 28, 1929.

Altitude records contain a nasty element of mystery for the would-be record breaker in that the story the barographs appear to tell and the story they tell upon calibration is often at considerable variance. On June 29, 1929, Phoebe Onlie at Moline, Ill., went to 25,400 ft. according to instrument readings, and was thought to have set up a new record. Yet calibration showed she had actually been up to 17,467 ft. first

The/officially F.A.I. homologated women's altitude record was that of Ruth Alexander of 15,718 ft., made at San Diego on Nov. 18, 1929, in a Great Lakes with a Cirrus 90 HP motor. Elinor Smith's record on March 16, 1930, had a checkered career. One barograph read 30,000 ft., the other 32,000, and it was at first thought she had exceed Marvel Crosson's record by at least 6,000 feet. But calibration reduced the record to 27,418 ft., and later, due to a technicality, she was refused official F.A.I. sanction. But nearly eight months later she received a letter to the effect that official sanction had been accorded to her record. Ruth Alexander's record of 21,598 ft. ^{in July 1930} at San Diego was officially homologated, but nothing further was heard of Juanita Burns' supposed 28,000 ascent at Los Angeles on December 29, 1930. Altitude record breaking seems to be a thoroughly keep-your-fingers-crossed-until-the-calibrators-have-spoken affair.

Ruth Nichols on March 6, 1931 set up an international and national record for women pilots in a Lockheed Vega with a Pratt & Whitney Wasp 420 HP motor at Jersey City Airport. Thought at first to come to 30,000 ft., calibration set it at 28,743 feet or 1325 ft. better than Elinor Smith's record. The present holder of the international record - the national one for this country still being held by Ruth Nichols - is Maryse Hilsz of France. It stands at 32,122 ft. and was made on August 19, 1932 in a Morane-Saulnier plane with a Gnome and Rhone 420 HP motor.

The newer record listings which set up separate categories for classes of planes among the feminine records show an international and national record of 13,924 ft. for light planes made by Edna Rudolph in a Curtiss-Wright Junior with a Szekely 42 HP motor at East St. Louis on May 31, 1931, which was superceded on June 13, 1931, by May Haizlip with 18,097 ft. in a Buhl "Bull Pup" with a Szekely 85 HP motor at St. Clair, Mich. The international and national woman's record for seaplanes Class C2 is held by Mrs. Marion Eddy Conrad and was made on October 29, 1930 in a 125 HP kinner motored Savoia-Marchetti at Port Washington, L.I. It still stands at 13,461 ft.

To Date Data on Women Pilots (612 Total - 59 T - 40 LC - 1 I - 512 Pr)

The total of 612 shown for this month is of course several shy of the actual number as our source of regular reports has been cut off. Again may we urge readers to advise us of any and all new pilots or rating changes as they occur. We have 3 new transports this month, all former L.C. pilots. They are Mabel Barbour Britton (Mrs. H.B.) of Ypsilanti, Mich.; Edna M. Gardner of Newport, R.I.; and Mary Elizabeth Owens of Ft. Worth, Texas. The two new privates are Helen Edwards of Brockton, Mass., and Louise B. Sisson of Edgewood, R.I. In addition, Margaret Gilmartin of N.Y. City has been rein-stated as a private pilot, thus bringing the total from 509 to 512.

-News Notes

Betty Huyler Gillies, transport pilot of Garden City, L.I., has a son - Peter Huyler Gillies. . . Alberta Worley, Oklahoma City transport, has been touring Europe for the past six months. . . Helen MacCloskey, of Pittsburgh, Pa., and Helen Richey, L.C. pilot of McKeesport, Pa. recently returned from Miami. Both pilots took part in the Florida

Feb 15, 1933

Feb 15, 1933

The Ninety-Niner, No. 5, Page 3

Air Tour....Opal Kunz, New York pilot, drove down to the Miami races... Mary Elizabeth Owens of Fort Worth, Texas, went up and made her first parachute jump a few minutes after she passed her transport test. She decided she liked jumping better even than flying and is now studying parachute rigging and expects to take the examination for a rigger's license in a short while....The National Council of Women entertained at luncheon for Smaranda Braescu, Roumanian pilot, who returned to her home recently. Miss Braescu was commissioned to deliver a letter to the prime minister of her country inviting him to send an official delegation to the International Congress of Women to be held at the World's Fair at Chicago. Miss Braescu, incidentally, holds the women's parachute jump record, as well as the world's record, for a jump of 24,000 ft. made in California last May....The Women's National Aeronautical Association has joined the National Council of Women and will participate in their exhibit at the Chicago Fair....Louise Thaden, Baltimore transport, has been doing some promotion for the Lord Baltimore Hotel.

Plane Passengers

United Air Lines have increased their steadily growing force of "air conductresses" by assigning 12 stewardesses to their Chicago-Kansas City-Fort Worth-Dallas line....The Roxy Theatre in New York to promote interest in the movie "Air Hostess" held a contest on the subject of a "quicker" name for an air hostess. The committee, consisting of Ruth Nichols, Clarence Chamberlin and Bernt Balchen agreed that Bellaire, Airbelle, Skylass and Skyette, in the order named, were the pick of those suggested. The first prize winner won a round trip by air to Hollywood, and the other three won return trips from New York to Hartford, Conn.

Women's Organization News

The first B.A.F. (Buy American Force) Air Corps was organized by Clema Granger of Santa Monica, Calif. Its members are all Ninety-Nines. During a B.A.F. parade held in Santa Monica on January 30, eight planes flew in extended formation over the city. Ruth Elder led the formation, followed by Gladys O'Donnell, Margaret Cooper, Kay Van Dusen, Eileen Curley, Edith Clark, Genevieve Haugen and Clema Granger. Other members of the newly organized group, who flew as passengers, were Ruth Stewart Georgialoe McGaffey, Esther Jones, Edna Crumrine and Eliotte Roberts. Notwithstanding the fact that this was their first experience with formation flying and the pilots all flew ships of varying design and horsepower, the flight was an outstanding success. Signed: G. Haugen

The Ariwa Club, whose name, decoded, means Advancing Rhode Island Women's Aviation, has a membership of 18 women fliers. They have monthly meetings with guest speakers at which Edna M. Gardner acts as presiding chairman and Maxine Martin as secretary. Recently they gave a dinner in Providence at which Russell Boardman and John Polando gave talks and presented a news reel. Ariwa has a clubroom at the Wings Hangar at Rhode Island State Airport and wishes to extend a standing invitation for its use to women pilots. Signed: Edna M. Gardner

A club of girls interested in flying has just been organized at Brockton, Mass. One of the girls has a private license, two others plan to begin flying in the near future, the rest as soon as possible. Meantime, they will study ground school subjects together and promote aviation. Speakers who are experts will be heard at later meetings. There are 19 members, with Helen Edwards, president; Eunice Faunce, vice president and treasurer; Phyllis Reynolds, secretary. The club meets in a small shanty at Brockton Airport, which the members are bringing up by hand to a state of charm and comfort. Women pilots are welcome to drop in on us at any time. Signed: Helen Edwards

Recent Reading Matter

Mabel Britton calls the attention of Ninety-Niner readers to two recent books to wit: "Beauty of Flight by Manfred Curry, with a foreword by Richard E. Byrd, is a marvellous collection of photographs - clouds, mountains, skyscrapers seen from the air. To show these to non-airminded friends is the best answer I know to their query 'Why do you find flying so fascinating?' (The John Day Co., N.Y., \$5).... Flying and How to Do It by Assen Jordanoff, with a foreword by Frank Hawks, is written for the layman and beginner, but the material is presented in such a novel way and the illustrations by Larry Whittington are so amusing that the proficient flyer is also delighted by the book.

As for the magazines: The February Atlantic Monthly has a long

Feb 15, 1933

Feb 1933

article called Air Stewardess by Francis Vivian Drake, which though a little cluttered with 'fine' writing contains some interesting materialand the National Aeronautic Magazine for January has an article by Mrs. W. W. Milar called Women's Chapters and the N.A.A.....Popular Aviation has a regular monthly column - The Aero Sportswoman - conducted by Gayle Pond (Chicago pilot) whose alias is Joan Thomas....and The Pilot has recently introduced a regular page of - Doings of the Ninety-Nines.

About the Ninety-Nines

Southwestern Section: This section is divided into three local groups, the largest of which is the Los Angeles Chapter, including 2 girls from San Diego; 1 from Arizona; 1 from Palm Springs and 1 from San Bernardino. Next in size is the Northern Chapter which embraces San Francisco, Oakland, Bay District and territory in the northern part of California. The Central Chapter covers the area between Los Angeles and San Francisco in the San Joaquin Valley. These groups all have their local officers, including a chairman, secretary and treasurer and hold their individual meetings. Ruth Marshall is chairman of the Northern Chapter and Maude Miller is chairman of the Central Chapter. The annual meeting of the officers of all three chapters is presided over by the sectional governor, Margaret Cooper. Clema Granger has been re-appointed treasurer of the Southwestern section and Georgialee McGaffey is the new secretary....The January meeting of the Los Angeles Chapter was held in the form of a banquet, and as it was visitor's night we had a turnout of 65 people. Our membership was increased by 8 with 2 renewals, bringing the total membership of the Southwestern Section to 82. Most of these we owe to the efforts of Margaret Cooper, since when she took over the governorship a little more than a year ago the section had but 17 members....The Chapters in the section meet as follows:

- Los Angeles Chapter - 1st Tuesday of every month; ~~Central~~
- Northern Chapter - 2d Monday of every month; Central Chapter - date not definitely decided, but will meet once every three months.

The Los Angeles Chapter has formed a Pistol Team, whose 8 members meet every Saturday afternoon for target practice. The girls hope to train their bullets to make spot landings in the bull's eye and win championships some day for the "99" Club. The members are: Margaret Cooper, Hilda Jarmuth, Katherine Harkness, Elizabeth Hayward, Sally Toney, Katherine Truett, Clema Granger and Esther Jones.

Signed: Genevieve Haugen, sectional reporter

Cleveland Chapter Organized: A local chapter was organized last month at Cleveland, O., at the home of Alma Arlene Davis (Mrs. M.T.). Officers elected were: president, Mrs. Davis; vice pres., Abbie Dill; secy-treas., Lauretta M. Schimmler; with Ann Barille as asst. secy-treas. Other members of the chapter are Louise Humphrey Lambie, Louise Vamos Olsen, Helen Marson, Margaret Lennox Albertson and Hazel Black Huntley.

Pins Information: Silver gilt pins, cut out, without propeller, may be secured by sending 50 cents, plus 5 cents to cover mailing and wrapping, to Margaret Cooper, 447 South Peck Drive, Beverly Hills, Calif. Silver gilt pins with movable propellers, not cut out, may be secured for \$3 from Tiffany, Fifth Avenue, N.Y. City. Solid gold cut out pins, with movable propeller, may also be secured from Tiffany, at \$12; and the same pin with a rose diamond in the center (which only charter members are entitled to wear) may be secured from Tiffany at \$14. The pins are available to members only, of course.

Membership: The list of 99 members promised for this issue, due to a misunderstanding on the matter of the closing date for the bulletin, will not be ready until next month, which gives delinquents another chance to pay up before the list appears.

New members this month are: New England section - Mrs. Louise B. Sisson, Edgewood, R.I.; Margaret Randall Smith, Boston, Mass. -- N.Y.-N.J. section-Marjorie B. Ludwigsen, Brooklyn, N.Y. -- South Central section-Lucretia Hubbard, Austin, Texas -- Southwestern Section- (all from the state of California) - Mary Alexander, Glendale; Frances L. Baker, Los Angeles; Edith Boydston Clark, Brentwood Heights; Edna Horstaeier, Fresno; Esther E. Johnson, Los Angeles; Mrs. Eliot K. Roberts, Los Angeles; Katherine Smith, Glendale; Ruth L. Stewart, Santa Monica; Katherine Van Doozen, Los Angeles.

Feb 15, 1933