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THE NINETY-NINER

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Passenger Reservation Control
(Item II -- Bread and Butter and Aviation Series)

Because space in an airliner is limited to a minimum number of seats, the control of reservations must be handled with a maximum of efficiency. Planes must not be undersold nor oversold. The system must be airtight.

And so it is on the Eastern Air Transport line with Mrs. Louise H. Saunders, native Georgian, in charge of reservation control. Many features of the smoothly working machine were originated by her and she has reduced the reserving and releasing of space to so simple a routine that stations can almost instantly carry out this important detail.

Through her central control board in Richmond, Va., from where the company's line branches out in four directions, she directs "space" operations. A teletype system connects each station along the route from Newark to Atlanta. Along the rest of the territory there is a highly organized radio communication system. The teletype machines send impulses over telegraph lines and write out messages on all machines connected with the circuit. Thus any station can communicate instantaneously and directly with Mrs. Saunders and with other stations.

Her working equipment consists of two teletype machines, a direct telephone to the company radio station near the Richmond field, a Postal Telegraph printer and a space chart book. With the machines she communicates with ten stations on the line; with the radio she communicates with the eleven other station stops, and with the telegraph printer she can speed telegrams to other airlines not directly connecting with Eastern Air, in case a passenger wishes to buy an interline ticket.

Flying in Mexico-Feminine Gender, First Person Singular
(From the experience report of Emma C. Encinas, first Mexican woman to win a license to fly....She lives in San Luis Potosi, holds private license No. 54 and has had 37 hours flying time on 4 different types of airplane.)

I've always wanted to fly, but never had a chance until Colonel Roberto Fierro established his school in Chihuahua when he was governor of the state. I flew first as a passenger with Lieut. Alvarez, and immediately wrote to my dad asking if I could take it up. He forbid me to fly even as a passenger, but it was already in my blood and I couldn't get it out.

By teaching dancing I managed to raise the money for my flight lessons, and I started instruction under Lieut. Ricardo Gonzalez of the National Air Force on April 15, 1932. That was in Chihuahua, and when Col. Fierro had to leave in July I'd had 8 hours and was just about ready to solo. The breakup of his school set me back three months, but by then I was able to go to Mexico City and take up flying again. On November 20th I soloed and after 4 hours solo I took and passed the practical tests for a private license two weeks later.

Being the first woman to take the test they tried to make it sensational and so I had to stunt besides doing the regular stuff. The 8 men on the examiner's board passed me by unanimous approval. The minimum requirement for such a test is 10 hours solo without the stunt flying. After that I received a lot of publicity as only one other girl in the country had tried to fly, and after 35 hours dual instruction, she had crashed into a hangar on her first solo and has not flown since.

Flying is extremely expensive here, so I have not done as much as I'd like. When I got my license the government promised me a plane of my own but I haven't gotten it yet. I received orders from President Rodriguez to go to General Azcarate for it, but the General did not do anything about the matter. I don't know whether I ever will get it. At present I am flying in a plane belonging to the War Ministry, 20 minutes every other day, and it's the only break I've had so far.

There is not much opportunity for women here in any field, much less in aviation. This is still chiefly a man's country and no woman is given any importance no matter what she achieves. I know from experience. It took a lot of sacrifice and hard work on my part to get that license, and I'm just looked upon as a spoiled child who took it up as a whim. They don't believe in me and regard me pretty much as a queer animal. On the street they stare and nudge each other. There are a few girls here who would like to take up flying but haven't the courage. I probably would never have done it myself if I had been brought up in Mexico, but I went to high school in Texas and had two years of college in California.

Emma Catalina Encinas

Racing Notes

What with the National Air Races of 1933 scheduled for Los Angeles and the International Air Meet at Chicago simultaneously scheduled for July 1-4 and the various local meets, this summer seems to spell profits in the pockets of those pilots who have, or who can promote, ships for entry purposes. Incidentally, the 40-girl-attendance, licensed pilots all, at the Bakersfield Air Circus sounds like a record for women at local air meets to date anywhere, any time.

This month offers the Hartford, Conn., air meet on May 20-21. Mary Sanson of Interstate Airways, Brainard Field, is in charge of publicity and will supply all the necessary dope to interested pilots. There are several events in the meet that should interest women.

And on Memorial Day, May 30, there will be an all-woman's race from Floyd Bennett Field, Brooklyn, to Valley Stream and return. It is a 99 invitation event and has F.A.I. sanction. The planes will be started according to speed and the first back wins first prize. Amelia Earhart will act as official starter; Ruth Nichols will be chief scorer, and Viola Gentry will be one of the timers. Mrs. I.J. Fox is chairman of the contest committee. Sanford Willetts will be the official referee.

The cash prizes for the event, which promises to attract a large number of entries from near and from further, are 1st - \$500; 2d - \$200; 3d - \$100; 4th - \$50. A silver fox fur will be presented to each contestant in this race sans men entries. Other events of the afternoon's ceremonies in honor of Floyd Bennett will be an attempt to break the world's glider looping record by Jack O'Meara, exhibition flights by Russell Boardman and Roger Williams and a formation flight by Navy Hell Divers. Annette Gipson Sponsor of the all-woman's race, will supply entry blanks on request. (Address: 5 Prospect Place, N.Y. City)

The first International Air Races for airplanes to be held in England will take place at the Portsmouth and Southsea Airport, Portsmouth in Hampshire, England, on August 4, 5, and 7, 1933. The races will have the full support of the Royal Aero Club of the United Kingdom and the minimum prize money of five thousand pounds has been guaranteed. It is hoped the three races will become an annual event in England, replacing the Schneider Cup Race.... American entries will be welcomed and are assured by the authorities of a pleasant visit to England and a cordial reception from the British aircraft industry. Further details about the races can be had from the editor of The Ninety-Niner.

To Date Data on Women Pilots (620 Total - 61 T - 42 LC - 1 I - 517 Pr)

Reports on two pilots not previously listed - Helen R. Johnson of Brownsville, Texas, Private; and Adoree Neville of Hollywood, Calif., Transport since last August, raises the total number up to 620. In addition, Yolanda Spirito of Pasadena, California, former Private, has passed her Transport test; and Catharine R. Van Doozer of Los Angeles has boosted her rating from Private to Limited Commercial. By next month's issue we expect to have more current data from the Department of Commerce for checking against our list. Nevertheless, all readers are again urged to notify the editor of new licenses or changes in rating of their own or of other women pilots in their vicinity. And 99 governors are urged to appoint sectional and sub-sectional scouts for news on this subject in the interest of making this department an accurate, up-to-date source of information.

Flying News Notes

Dolly Bernson of Boston has taken over the management of Muller Field at Revere, Mass.... Anne Lindbergh, who allowed her license to

lapse over a year ago. The Lindeberghs stopped with the Thadens (Herbert and Louise) in Baltimore on their recent trip westward.... Louise Thaden ferried two General Aviation engineers to the recent N.A.C.A. Conference at Langley Field. She attended all the meetings and made the round of inspection, all of which proved most interesting. Women are welcome and she suggests that next year it would be well worth anybody's effort and time and money to go down.... Joan Shankle of Tubac, Ariz., has retractable landing gear installed on her Lockheed. She is busy practicing pylon racing on her ranch, and will be at the Races in Los Angeles.... Adoree Neville of Pasadena, Calif., took a tailspin off a bicycle and landed in the hospital. Three months ago she cracked up in a racing car. And still thinks stunt flying is safest.... Ruth Elder, vice president of James E. Granger, Inc., of Santa Monica, Calif., flew to Yuma, Ariz., after the Bakersfield Air Circus, with A.A. Gillespie, Hollywood art director, and got married.... Ethel Nickrandt, student of National Air Service, Wayne, Mich., is ready for her private test.... Leona Fugelar, private pilot, has accepted a position as secretary with the Michigan Air Service at Wayne County Airport, Detroit.... Virginia Ogden (Mrs. E.L. Andrews), private pilot of Mercer Island, Seattle, Wash., and Mr. E.L. have a young daughter to their credit for 1933.... Lauraine Lief of Mt. Vernon, Wash., drives 25 miles in to Seattle every week for her flying lesson with Washington Aircraft at Boeing Field. She plans to use her flying commercially in Alaska as soon as she can get her license.... Mildred H Chase, after spending a week in New Haven, was flown back to Boston by Chappy Lenox, manager of the H.M. Airport and of the Lenox Pros. Flying School in West Haven.

ABOUT THE NINETY-NINES

Annual Meeting

The annual meeting of the Ninety-Nines will be held on July 3d at the St. Francis Apartment Hotel, 5533 Hollywood Blvd., Hollywood, Calif. The Club banquet will also be held there. Rates at this hotel, which is 99 Club headquarters during the National Air Races are: single room with bath, \$1.25 a day, double room with bath, \$2; two meals (breakfast and dinner) 75¢ a day. Transportation to and from the airport will be provided by California 99s. Airport headquarters for 99s will be at Georgialoe McGaffee's (Bird Flight Service). Notice of details as they develop will be sent to all paidup members of 99 and will also be published again in the Ninety-Niner for June.

Suggestions for subjects to be taken up at the meeting will be welcomed. Members should take them up with their local governors who will bring them up at the annual meeting or delegate a representative to do so.

New Members (through May 10)

Edna Fishman, N.Y. City (N.Y.-N.J. Section) -- Minnie Cole Savage, Richmond, Va. (Middle Eastern Section) -- Katherine J. Beardsley, Chicago, Faye L. Davis, Detroit; Belle Hetzel, Avoca, Ia; Louise J. Sismondi, Herrin, Ill.; Mildred Wright, Webster Groves, Mo. (North Central Section) -- Josephine Clancey Wice, Santa Monica, Calif. (Southwestern Section).

Ninety-Niner Announcements

A history of the 99 Club, and a Woman Transport rate-of-progress report are scheduled for the June issue.

Let us have your cross-country, air meet, jobs', student pilot, license rating, etc., news by June 12th. And if you haven't yet sent it, we would like to suggest that you send your name and address in together with the dollar subscription fee to add to the Ninety-Niner subscription list.

Active Members of 99 (Continued - "I" thru "M")

Elizabeth Inwood, Calif. L.C.	Loretta Leonard, Okla. L.C.
Harriet F. Isaacson, Calif. Private	Afton R. Lewis, Calif. Private
Hilda P. Jarmuth, Calif. Private	Margaret Lewis, Calif. Private
Dovie Jarvis, Texas Private	Marka T. Loening, N.Y. Private
Edna Johnson, Calif. Private	Marjorie Ludwigsen, N.Y. Private
Esther F. Johnson, Calif. Private	Dorothy Lyon, Mo. Private
Helen R. Johnson, Texas Private	Lola Lou Lutz, Wis. Private
Madeline D. Johnson, Ga. Private	Dorothy McBirney, Okla. Private
Osa Johnson, Kansas Private	Georgiale McGaffee, Calif. Private
Vera Johnson, Calif. Private	Helen McCloskey, Pa. Transport
Cornelia Jones, Pa. Private	Edwyna McConnell, Texas L.C.
Esther Jones, Calif. Private	Myrtle Mance, Calif. Private
Alice Jane Kelly, Calif. L.C.	Virginia McEntire, Texas Private
Elizabeth M. Kennedy, Pa. Private	Sacha Peggy H. Martin, Calif. Transport
Cecil W. Kenyon, Mass. Private	Ruth Marshall, Calif. L.C.
Margaret A. Kimball, Mass. L.C.	Frances Marsalis, N.Y. Transport
Mrs. Jimmie Kolp, Texas Private	Edith McKenna, Kansas Private
Louise H. Lambie, Ohio Private	Maude Melvin, Calif. Private
Mrs. John Lapham, Texas Private	Thyra S. Merrill, Calif. L.C.
Edith M. Lawson, Oregon Private	Ruth Mertens, Calif. Private
Jean LaRene, Texas Transport	Maude E. Miller, Calif. Private
Dorothea Leh, Pa. L.C.	Mildred Morgan, Calif. Transport
Frances F. Leitch, Minn. Private	Althea Murphy, N.Y. Private
	Myrtle Mims, Calif. Private
	(List continued next month. Corrections will be gratefully received.)

N.B. Through a typographical error, Melba Gorby of California, who has had her Transport license a couple of years was listed Private. in last month's issue.

Sectional News

New York-New Jersey Section. The headquarters of this section are located at the Hotel St. Moritz, corner of Central Park South and 6th Ave. For Tuesday evening, May 16, (9 o'clock) this section has taken over the performance of the Yale Puppeteers at 54 West 46th Street as a club benefit affair. The 100 tickets available at this theatre are being sold at \$2 each. Coffee, tea and sandwiches will be served at the informal social hour after the show. Jessamine Goddard, is in charge of arrangements and Amelia Earhart, Ruth Nichols and Frances Marsalis will head the reception committee. Tickets if any are still left may be secured from Miss Goddard at 48 East 73d Street or at the door. The Automat Party originally planned for this month has been postponed until fall.

Novetah Holmes, Sectional Reporter

Southwestern Section. On May 6 (Sat.) the 99 Club held its statewide meeting in Bakersfield, Calif., in conjunction with the annual air show. Forty girls were present, all licensed pilots. Thirty of them attended the banquet and meeting while the other 10 arrived on Sunday. The new constitution was officially adopted as it stands and it is hoped the national organization will also adopt it at the annual meeting. After the banquet most of the girls attended a dance given in their honor by the American Legion.... On Sunday a huge crowd turned out for the Air Circus. The 99 Club was given one hour for exhibition flying. Five girls entered the race and five girls staged a bombing contest, each ship containing a pilot and a bomber. Three girls gave a stunting exhibition. The crowd applauded the demonstration enthusiastically. After the show the girls winged homeward to roost at their various towns after an enjoyable weekend.

Genevieve Haugen, Sectional Reporter

New England Section. The April 29th meeting of this section was held at the Municipal Airport in New Haven, Conn. The members were guests of Augusta Tweed, daughter of Jack Tweed, who is the airport's manager. Miss Tweed is working for her pilot's license and will become a 99 as soon as she gets it.... The members who flew in to the meeting were: Maude Tait, governor, from Springfield, Mass.; Bernice Blake from Manchester, N.H.; Edna Gardner from Newport, R.I.; Dolly Bernson from Boston, Mass. Others who attended were Mary Sanson of Hartford, Conn., Anita Purinton, Louise Sisson and Bertha Rands, all of Providence, R.I.; and Mildred Chase of Chelsea, Mass.... Maude Tait suggested that a prize be awarded to the member who attends the meetings most regularly during a year. We like the idea.... Maude is not quite sure about going to Los Angeles for the Air Races, but we are hoping that she will and do her stuff.

Mildred H. Chase, Sectional Reporter