

The



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Friendly Competition

The 99er Trophy, as sketched on this page, is being offered in the interest of friendly competition between sections by Margaret Cooper, national president, as a prize to go for permanent keeping to that section of the club whose members secure the most subscriptions to the magazine by May 1.

At a meeting of the New York-New Jersey section, the suggestion was made that the individual efforts of the member in the trophy-winning section who secures the largest number of subscriptions should receive special recognition. Therefore if the New York-New Jersey section wins the trophy it has been decided to have an appropriate plaque made up and awarded to the individual piling up the highest total of sold subscriptions. Undoubtedly other sections will decide to do likewise should they win this very lovely trophy.

All subscription blanks must be marked in the lower lefthand corner with the name of the member who sells the subscription in each case. Additional blanks may be secured by writing to Clara Gilbert, business manager, 7 West 44th Street, New York City, and subscriptions should be mailed in to her.

Mrs. Gilbert reports that the Southwestern Section is leading the other sections, in the most recent tabulation of trophy contest returns, but the results from the New England and New York-New Jersey sections are taking a definite upturn at time of going to press.

The following sectional subscription chairmen have been appointed: New England, Bertha Rands Gardner; Southeastern, Madaline Johnson; North Central, Abbie Putman Dill.

Members, please note that the subscription price to you is covered by the additional 50 cents in the amount of your dues this year. Therefore paidup

members who have also sent in subscriptions at the regular one dollar per year rate are entitled to send the name and address of a friend to whom the subscription will be transferred.

In the matter of advertising, the following sectional advertising committee chairmen have been appointed: New England, Lorraine Defren Frankland; Southwestern, Lauretta M. Schimmoler; New York-New Jersey, Clara Gilbert; North Central, Mary Von Mach. All governors who have not done so are urged to send in to the national advertising manager the names of sectional advertising chairmen without delay.

Editor's Note: It has been decided to postpone the beginning of the new department of The 99er to be called Hangar Flying until the magazine adds on 4 additional pages, which will be next month if amount of advertising space warrants this expansion move.

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The
99er
Trophy
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LINOTYPES AND PROPELLERS

By HELEN CLEGG

Associate Editor, *The Everett Press*, Everett, Pa.

Listen, my children, and you shall hear the sad, sad tale of a gal who got the dizzy notion that linotypes and propellers could be synchronized. It's a dizzy notion particularly if you happen to fill an editor-office boy job on a weekly newspaper and if the nearest airport is forty miles away.

Here's what happens!

So long as you are taking instructions and it is necessary for you to get to the airport two or three times a week, you hurry through with your editing, reporter-ing, proof-reading and waste-basket-emptying so that you can burn up the road to the airport and do ten or fifteen minutes flying as the sun is dipping down behind yonder hill. (It's unethical for a newspaper gal to get up with the dawn, so, early morning flying is out.)

First thing you know the subscribers begin to howl because you left Mrs. So-and-so's name out of a party list and the advertisers yelp because you double the price of their turnips. Luckily for you, the weekly sheet happens to be sort of a family institution among your subscribers so they don't cancel the subscriptions right away. You know—be it ever so terrible there's nothing like the home town paper.

Finally you solo. By that time your family and the town as a whole are so exhausted from your tantrums during those weeks when you knew that you could solo and your instructor, dense fellow, couldn't seem to get the idea—that the news is received with sighs of relief rather than with hurrahs.

You resolve that, since you are soloing, you'll hang around the airport only after all the work at

the office is finished. Getting the work all done in a weekly office means working at top speed from Monday until Thursday or whatever the publication day happens to be. Then, you can ease up a mite. That sounds O. K. because it leaves you nice long week-ends.

However, that fickle weather man has a habit of serving anything but flying weather at the tail end of the week. The battle turns into a case of Weather vs. Your Leisure Time. The two don't seem to be able to get together. And, shades of former editors, (the paper has been issued every Friday morning since 1868), you can't let them down. Besides, pride in your work and eagerness to get the old pay check chain you to the desk. So what? If the weather man doesn't answer your prayers for smooth Fridays, Saturdays and Sundays, you get little flying done with the result that the ground comes up and smacks you before you can set the old crate down three-point.

Along comes the question of finances. Ever hear of a member of the Fourth Estate having money? Of course, you haven't. Ever hear of a person flying on little or nothing? (If you have, wire the writer the methods, pronto.) But you gotta have a plane, and you gotta fly. You scrimp and save until your hat looks like a Model T. style, your socks are a mass of runners and even the Saturday Evening Post is a luxury.

Things finally work out all right, and the world seems hunky-dory. Installments on the plane are paid and you manage to keep up the hangar rent. You pat yourself on the back because you've successfully mixed printer's ink and aviation gasoline.

Then, the derved plane takes a notion to land upside-down, and what have you left? Nothing but a silly feeling and a lot of I-told-you-sos.

The family hints that it's about time to give up this flying business, and your friends remark that they guess they'll be seeing more of you, and the boss thinks maybe his staff won't be going around with one ear hanging out of the window listening for airplanes.

Now, for the check-up! You've made yourself breathless and neglected business to chase all those miles to the airport; praise has been richly mixed with ridicule; you've worn rags to buy gasoline; you've been discontented because many a time you'd like to have been kicking a rudder bar instead of typing; you've developed some original cuss words when it rains on the days that you could get away from the office. Nope, linotypes and propellers don't seem to connect up right.

But—just let people or circumstances try to keep you on the ground. IT CAN'T BE DONE!



YE
FLYING
EDITOR

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HELEN
CLEGG

Transport No. 10305

Mabel Britton of
Ypsilanti, Michigan

New Governor of the
North Central Section
of 99



In 1927 I went up as a passenger for my first flight. It was a momentous occasion, for it completely destroyed my peace of mind. I couldn't rest until I could go up again, which was in 1928, and on my first flying lesson.

Then as fast as I could afford it I continued training until 1929, when I secured a private license. In June, 1930, I bought a Waco F which has been my dearest possession and greatest joy, and I have not made one trip longer than 30 miles by railroad, bus or automobile since the moment I took delivery on my ship. My trips in it include three Michigan Air Tours, flights into Ohio, Wisconsin, Illinois, Ontario, Arizona and to the West Coast and New York.

My experience at flying other planes has been slight and includes time only on a Curtiss Robin, a Fleet, a Waco Cabin, a Stinson and 15 exciting minutes in a Ford Tri-motor. In 1931 I made 4 flights in a Franklin Glider at the National Glider Meet in Elmira, N. Y., including an ignominious landing in a bean patch. These flights gave me a glider license, which I have not kept up, as I confess to being scared in motorless crafts. In December 1932 I went up for transport rating and now have 405 hours.

The nicest part of the flying experience is that my doctor husband has taken time out from the practice of medicine to learn to fly too, first to please me, then in wild enthusiasm himself. He now has his license and 80 hours and all our vacations are flying ones, while all our free evenings at home are spent pouring over maps and enjoying that pastime only secondary to real flight: "talking flying." . . . M. B.

Atlanta Hangs 99 Welcome Sign . . . UP

With a pair of huge nines painted on the roof to identify their clubhouse at Candler Field, Atlanta 99's are inviting all women pilots en route to Miami

for the All-American Air Races in January to pick up the insignia from the air and drop in for a visit. Nor will the paint wear off the sign in a hurry either, for it'll go right on expressing a year-round invitation to women fliers to stop in and make themselves at home in this building which is equipped with lockers, showers and a roomy, comfortable clubroom. Surrounding grounds, too, are being beautified through the cooperation of Field Manager J. H. Gray.

Any woman who happens to land and find none of the girls at the field should call Madaline Johnson, chairman of the group, (Raymond 4492) by telephone and she will get busy and see that the guest receives a hearty welcome.

The enthusiastic group of 4 women pilots who compose the Atlanta Chapter of 99 includes two women who hold important executive positions in business. Two of the four are halves of flying couples, and all four wear a Mrs. in front of their names. Madaline Johnson, Charlotte Frye, Erin Darden and Ruth Mohr, then, herewith bid all women interested in flying most heartily welcome to their 99 hangout.

To Date Data On Women Pilots

Total 625—Transport 75—Limited Commercial 42—
Industrial 1—Privates and "authorized
solo pilots" 507.

The considerable increase in the figures for this month is due to the fact that weekly reports are again available to this department from the Aeronautical Chamber of Commerce. A check-up since the last Department of Commerce list, revealed 18 names of privates and authorized solo pilots not previously counted, as well as 8 L. C.'s and 7 Transports not previously recorded. One transport license changed to private, and one transport re-instated leaves the previous total at 68, and with the 7 additions, it comes up to exactly an even 3/4 of a hundred.

There were a number of re-instatements listed also, but it has been decided that in order to absorb the difference caused through lapsed licenses, a report on which is not available, the re-instatements will not be counted toward the total unless they are L. C.'s or Transports. In this way our figures will be reasonably accurate.

The most recent transport is Margaret Kimball of Lexington, Mass. Those not previously listed, some of whom passed their tests as long ago as last June are: Maria J. Hummel, Hopewell, Va.; Edwyna McConnell Throe, Fort Worth, Texas; Caroline W. Jamieson, Richmond, Va.; Nancy L. Harkness, Houghton, Mich.; Jeanette V. Lempke, Bay City, Mich.; Evelyn N. Burleson, Jamestown, N. D.

Jan 2, 1934

PLANELY PERSONAL-MARGARET THOMAS

Clara Barclay Gilbert, the one with the beautiful blonde hair and those green eyes, has the distinction of being the only woman holder of a giro license.

She has a couple of giros, by the way, and uses them in her business. For a not so small consideration, the folks who would like to have their products known can induce her to triddle around over most any city pulling a banner through the sky.

For those with a statistical turn of mind, she is 23 years old, weighs 100 pounds, is 5 feet two inches tall, wears a size four shoe, has exceedingly long and brilliantly red fingernails. Oh, yes, she has two children also, but I'm not supposed to mention that.

When she was about 20 years old she started flying at Roosevelt Field with that one and only Tex Bohannon as instructor. Clara got along splendidly with her flying, but one thing bothered her. That was rats. You know the Buffalo Wallow that separates Roosevelt Field from Roosevelt School Field?



Clara Gilbert

It's the one that Crazy Jones cracked up in when Roosevelt Field was in knee pants. Well, just the same, someone had a habit of dumping refuse there, and the rats always seemed to collect around and see what they could do about it.

Clara Barclay Gilbert doesn't like rats, so out with her little gun she went, and "pop" she started killing off rats—

with such results that it takes a brave man to talk back to that woman.

That's the kind of a girl we have here. She makes your correspondent feel like a *gauche* child that has just finished spilling the soup in it's lap. Her poise is remarkable for one so young.

She likes hamburgers and raw onions, wears low heeled shoes, and no stockings in the summer, and has never been seen, to our knowledge, in a pair of green jodhpurs and a red helmet.

Quite seriously, she knows as much about auto-giros as any one in the business. She knows all about banners, and how to handle them. Last summer when the firm was rushed to death, she moved her sewing machine out to the field and was seen at the controls of it at almost any hour of the day or night patching up "Kings Beer," etc.

ON THE UP-CURRENTS

By LAURA B. HARNEY

(Mrs. Harney, private pilot, teaches science in Washington Junior High School, Mount Vernon, N. Y., is sponsor to a club of more than 150 girls and boys, and author of *The Skycraft Book*. She spent this summer studying at the University of Berlin and stopped off between planes on a flight via Lufthansa from Berlin to Paris to attend a glider meet.)

The Wasserkuppe is the highest portion of the Rhoen Mountain region north of Frankfurt, with an elevation of some 2,700 feet. Here each August come famous glider pilots from all over Germany to take part in the annual meet. Rows of tents along the hillside house contestants and visitors. Further up the hill stand the hotel, the glider school, the post office and other buildings. Still nearer the top there is a restaurant where one may eat and drink.

After being shown the school where the students plan and construct gliders while they learn to fly them (many had entered their handwrought products in that August meet) and the students' living quarters, I was taken to the top of the hill where the gliders were being launched.

This was done by the shock cord method. The middle of a long rubber cord is placed in a hook on the front of the glider, while the glider is held fast by men in the rear. Three or four men on each end of the cord start running down the hill stretching it out behind them. At a signal from the pilot the men in the rear let go; out shoots the glider into the up-coming air current flowing from the crest of the hillside.

Twenty gliders were launched that morning. They were piloted by old men and young ones, and one pilot was a woman. Each had donned a parachute and squeezed himself into the fuselage of his sailplane to be shot into the air. Can you imagine the thrill of the pilot as he plays with his motorless craft upon those changing air currents above the hills and valleys, fields and forests? Perhaps you notice that one pilot takes advantage of those vertical currents underneath the banks of cumulous clouds and sails away almost from view. You follow him with field glasses and wonder if he can ever feel his way back again to the starting place.

Hours pass. Still they sail back and forth, back and forth, banking and turning in graceful circles and figure eights. Great bird-like things with their bodies so smoothly polished that they glisten in the sun. You hear a rustling sound. Is someone about to make a landing? No, he skims the hill top and heads into the wind. He is gaining altitude again.

Crowds, held back by ropes, button up their coats. It is afternoon by now and winds are chilly even in August on the Wasserkuppe. All those 20



HERMELINDA U. BRIONES
Sketch by Pietro Lazzari

Ecuador has 275,000 square miles, the third highest mountain in the world, some 8 or 10 airplanes and 1 woman pilot. Hermelinda U. Briones, native of this country whose capital city is 14,000 feet above sea level, plans some day to span the 4,000 miles between New York and Ecuador in an airplane. Her countrymen stared their amazement when this five-foot girl with the dreamy brown eyes who weighs but 90 pounds all told, said she was taking flying lessons. And no doubt their vivas will re-echo through the furthest reaches of the most remote Andes canyon when Hermelinda comes flying home.

As a student at the Safair school at Curtiss Airport, she now holds a letter of authority to fly cross-country solo and is building up time for her private license. She will have to make a particular study of altitude flying, since to reach Ecuador by air she must use a plane with a ceiling of at least 18,000 feet in order to get over the Andes Mountains.

Her husband (his romantic devotion began when she was 13 and took him 3 times from New York to Ecuador before her father's "she is too young to marry" objection was withdrawn) has no desire to learn to fly himself, but he is very proud of his young wife's ambitions and works tirelessly to help her realize them.

gliding sailplanes must come in soon I was told. The topography of the country makes it dangerous to remain in the air after dark descends. Trees are not discernable, hills and valleys look alike.

My neck grew tired from looking skyward. I was glad when an invitation came to go for lunch and coffee from the gracious wife of Mr. Stammer, who directs the construction work in all the German glider schools. With her was charming Mrs. Lipisch whose husband heads the engineering end of the glider schools. Another quiet little German lady completed the party at the school restaurant. Then came the bus-leaving time and time to say a very sincere *Auf Wiedersehen* to *die Wasserkuppe*.

Air Meets—Races—Records

Pacific International Air Pageant

Five 99's flew in the Women's Pacific Air Derby from Los Angeles to San Mateo on December 16. The winner, Martie Bowman, made the flight in 2:29; Gladys O'Donnell placed second with an elapsed time of 2:19. Both pilots were flying Waco planes. Henrietta Lantz and Melba Gorby Beard were third and fourth, respectively; and Edna Crumrine, the fifth entrant, did not arrive until the following day, due to a forced landing near Taft.

Gladys O'Donnell and Henrietta Lantz carried away honors from a field of five men in the free-for-all race at the Pageant at San Mateo. Gladys was first; Henrietta second. Esther Johnson and Kay Van Doozer flew to the pageant as passengers.

Miami-bound

Whole coveys of ships will be heading south soon after Christmas, in time to reach Orlando, Florida, on January 9 and enter the mid-winter

cruising race to Miami on January 10, for cash prizes totaling \$2,500 and the Henry L. Doherty trophy. Upon their arrival the cruisers will for five days be the guests of Henry L. Doherty at the Miami Biltmore Hotel. Col. Clarence M. Young is chairman of the aviation committee, Florida Year-Round Clubs which is sponsoring the cruise. . . . The Miami All-American Air Races, January 11-13, promise to draw an unusually large attendance this year. . . . Among women pilots who will point the noses of their planes due south right after New Year's are: Jacqueline Cochran, Alma H. Fooks, Suzanne Humphreys, Helen MacCloskey, Peggy Remey. Flying couples, who have similar directional intentions are: Mr. and Mrs. Reginald L. Brooks, Mr. and Mrs. Gordon Brown, Mr. and Mrs. Donald D. Cooke, Mr. and Mrs. William Barclay Harding, Mr. and Mrs. Louis Huck, Mr. and Mrs. Theodore W. Kenyon, Mr. and Mrs. J. Bothwell Lee, Mr. and Mrs. Grover Loening, Mr. and Mrs. Robert G. Payne, Mr. and Mrs. Lauren Turnure, Mr. and Mrs. James P. Whittall, Mr. and Mrs. F. W. Zelcer.

Flying News

Amelia Earhart, recently returned from a lecture trip to Texas, made the dedication speech at ceremonies honoring the opening of the aviation section of Franklin Memorial and Franklin Institute Museum in Philadelphia on the 30th anniversary of the Wright Brothers flight at Kitty Hawk. . . . Louise Thaden, that versatile flier-equestrienne and mother-of-two, has been doing some lecturing in Wichita and Kansas City, and recently gave a riding lesson to some K. C. High School students. . . .

(Continued on page 7.)

About 99

A Message To Members

During its 4 years of existence the 99 organization's members and officers have been very conscientious in their efforts to help women in aviation. Too much cannot be said in behalf of Amelia Earhart, our first president, of her untiring efforts in behalf of women in aviation. She has been our leader. Now, heading an air line organization, she leaves the active duties of 99 office. Following in her footsteps we have Margaret Cooper, former governor of the Southwestern Section. I am confident that under her leadership 99 will continue to grow in membership and to remain as heretofore the outstanding organization in the United States and abroad for licensed women pilots.

Sincerely,

LAURETTA M. SCHIMMOLER,
National Secretary-Treasurer.

Meetings Announcements

Regularly scheduled meeting dates are:

New England Section: 1st Saturday afternoon in every month. Meeting place varies.

New York-New Jersey Section: 2d Monday in every month, except for the January meeting which will be held on Wednesday, January 3, at the White Horse Inn, 114 W. 45th St., N. Y. City, 7:00 P. M.

Middle Eastern Section: 1st Monday in every month. Meeting time and place to be determined.

Southwestern Section: Los Angeles Chapter-2d Monday in every month at Hotel Clark, 6:30 P. M. . . . Northern Chapter, 1st Tuesday in every month at Hotel Whitcomb, 8 P. M.

New Members

Hermelinda U. Briones, New York City; Ardetta Cadwallader, Los Angeles; Erin Darden, Atlanta; Evelyn DeSeversky, New York City; Frances Dudley, Los Angeles; Charlotte Frye, Griffin, Ga.; Helen Hyde, Los Angeles; Dorothy Kinsman, Los Angeles; Ruth K. Mohr, Atlanta; Genevieve F. Nebeker, Sacramento, Calif.; Laurel Sharpless, New York City.

99 Sectional News

New England

This section was very pleased to have the national president at the December 2nd meeting at Providence, R. I. Mrs. Cooper addressed the members on the subject of membership, 99er advertising and subscriptions. As a result Chairmen were appointed for the subscription and advertising committees (see page 1, this issue), and Dolly Bernson was appointed membership chairman.

Maude Tait, governor, suggested that at each meeting some member should speak on a subject associated with aviation. At our January meeting, which will be held at the Administration Building at the East Boston Airport, Louise Sisson of Providence will lecture on *Transportation*. This talk will cover all phases of transportation from the first-known methods to the present day.

M. H. C.

New York-New Jersey

21 members attended the December meeting at the home of Margaret Cooper. The following officers were elected: governor, Jessamine Goddard; recording secretary, Clara Gilbert; treasurer, Marjorie Ludwigsen.

Augusta B. Roberts and Laurel Sharpless were appointed to the 99er advertising committee.

Betty Huyler Gillies was appointed a committee of 1 to interview a competent instructor in radio sending and receiving with a view to forming a 99 class in this subject.

Middle Eastern

This section had a meeting at the Pylon Club, Patco Airport, November 8. Unfortunately there was a 50-mile gale blowing so the members from the Western part of the state were unable to fly in, so they wired regrets. At the business meeting, following luncheon, the past governor, Dorothea Leh, was re-elected. She was also appointed to serve as news reporter. Members present were: Lockhart Page, Peggy Haynes, Jane Patterson, Mary Tillotson, Lillian Metcalf and Dot Leh. Luncheon guests included: Bobby Nelson, Tony Little, Franny Little, and Bill Page, who contributed to the atmosphere but were not allowed to cast a vote on anything.

The meeting was rather unusual in that it was such a "bridey affair," what with Lillian Perkins, a bride of a week; Franny Sykes, bride of 2 weeks; and Lockhart Cortright, bride of three weeks, all present and accounted for. Because of our numerous Saturday weddings in and around the Philadelphia district, this section was unable to call any meetings in October. D. L.

Southeastern

The sectional governor, Mary W. Nicholson, and Gene Benson, another Greensboro, N. C., attended the December meeting of the Atlanta chapter. The following officers were elected for the chapter: Madaline Johnson, chairman; Charlotte Frye, vice-chairman; Erin Darden, secretary; Ruth Mohr, treasurer.

Southwestern

The new clubrooms of the *Los Angeles Chapter* at the Hotel Clark are a huge success. The December meeting was one of the most interesting we have had for some time. Mr. H. G. B. Morris, an Early Bird and manager of the Hotel, presented us with a private clubroom with our 99 emblem printed on the door. Melba Gorby Beard invited any of the girls so disposed to come on a deep sea diving trip. . . . Plans were completed for a series of dances to be given by this chapter on the Observation Deck of the Administration Building at United Airport. A committee has been named to select a very good orchestra. Sandwiches and coffee will be served. Tickets will be available through club members and at the door. As the first of these will be the opening social event of the New Year, the girls will appreciate cooperation in helping to make it a success. . . . Two of our oldtimers, Martie Bowman and Elizabeth Inwood, have come back to the fold, and 4 new members joined at the meeting. . . . As guests of the Eagle Rock Women's Club, Elizabeth Hayward and Lauretta Schimmoler, recently gave very interesting talks on the history of 99.

When Gladys O'Donnell, national vice president, arrived in San Francisco on December 7, on a flying trip to give a radio talk about the Pacific International Air Pageant, scheduled for December 16-17, she was met at San Francisco Airport by Madeleine Royle, Maude Miller and Janet Knight, as official greeters for the *Northern Chapter*. The members of this Chapter entertained at dinner at the Hotel Whitcomb the next evening in her honor. Among those present were: Harriet Isaacson, Marjorie Hook, Lillian Anderson, Rita Gerry, Afton Lewis, Maude Miller, Ruth Marshall Rueckert, Madeleine Royle, Marian Trace, Vera Johnson, Janet Knight, Dolores Guinther, Phyllis Penfield and Mildred Rose. . . . All visiting 99's at the Pacific International Air Pageant were guests of the Northern Chapter at a luncheon at San Mateo. E. C.

Gilbert Flying Service, Inc.

7 WEST 44th STREET
NEW YORK, N. Y.

PITCAIRN AUTOGIRO SALES AND SERVICE

FLYING NEWS (Continued from page 5.)

Henrietta Lantz and Elliott Roberts of Los Angeles put on great stunting exhibitions at the official opening of the Boulder City Airport on Dec 10. . . . Pauline Barden, Bakersfield, Calif, 99, is announcing her engagement to Paul Baldwin, Professor at Bakersfield Junior College. . . . Aerial geological survey offers a unique field for women pilots. Kay Van Doozer of Los Angeles recently piloted a noted geologist, R. N. Ferguson, over the Searles Lake district. Outside of a depleted gas tank at Lancaster, which necessitated a forced landing, and a dense fog coming home, a splendid trip was had by

all. . . . Georgia Lee McGaffey, Los Angeles 99, friend husband and a party of friends went into the wilds of Eastern Arizona to hunt. They drove as far as possible and then packed in the rest of the way on horseback. The trip lasted three weeks, bringing them home loaded with deer, bear and wild turkey. . . . Kay Van Doozer, Gladys O'Donnell and Ola Hansen of Gilpin Air Lines are honorary guests of the Philanthropic and Civics Club of Los Angeles recently. *Women in Aviation* was the subject discussed. . . . A Thanksgiving Party given by the Army Air Squadron now stationed at Long Beach, Calif., at their headquarters on Nov. 25 was attended by fifteen 99's.

ROOSEVELT FIELD

is America's largest Airport, because

- 1—LOCATION: Most conveniently accessible by air from other metropolitan airports and northeastern U. S. Situated well away from water, swamps and industrial smoke, the meteorological conditions are the best in the area.
- 2—SAFETY: Offers greatest flying safety with three great fields, twelve golf courses and open country all within a three mile radius, and the absence of congested buildings, water and swamps. Emergency landings are safe.
- 3—FACILITIES: Fifty buildings, 350,000, sq. ft. hangar space of which 131,000 is in new concrete and steel hangars, complete night lighting, two famous all-way fields with 1,800,000 sq. ft. paved runways, taxiways and aprons. Modern Hotel & Restaurant on Airport.
- 4—COST: Rental of 32c per sq. ft. per year, up, according to buildings, which is most reasonable considering facilities and convenience to the world's largest city and America's densest flying area.
- 5—ACTIVITY: There are more airplanes in New York State than any other, more in its metropolitan area than elsewhere in New York, and twice as many at Roosevelt Field as at any other metropolitan airport.
- 6—PROMINENCE: The most famous and widely known aeronautical address in the world, it has long dominated as the commercial aviation center of the East. This address is a valuable asset to any aircraft business.



CONVENIENCE: Express train service provides shortest and most dependable transportation to center of Manhattan. Over 80 trains per day, some taking only 32 minutes, ply between Penn. Station, N. Y. and Mineola, the Field station. Excellent motor roads, including new Grand Central and Northern State Parkway lead to Airport.

Jan 2, 1934

BREAD AND BUTTER AND AVIATION

"What jobs are there for women in aviation?" writes a new subscriber to The 99er.

Much has been written and spoken on and off platforms on the subject. The most important summary of the whole jobs-in-flying situation is to be found in a pair of articles by Ruth Nichols, published in the New York Herald Tribune of July 13 and 14, 1933. It is based on the results of a questionnaire to women pilots and to every type of employer in the aviation industry.

Aviation jobs automatically divide themselves into two classes: Those which require the ability to fly an airplane and those which do not. On the other hand a knowledge of the principles of aviation, better still, practical flying experience is frequently helpful in securing a job in aviation. Vice versa, a knowledge of some other type of work, such as the ability "to take this letter" often serves as an opening wedge toward a job which may have some flying in it.

Actual flying jobs for women are scarce, but then so are flying jobs for men. And the consensus of opinion seems to be that she who learns to fly because she plans to make her living at it should be prepared for a long spell of discouragement and struggle. So many men and so many women want to fly for a living. And why wouldn't they want to follow the newest, most exciting profession that

civilization has in her bag of tricks? But there are only a few very skillful pilots with many hours in their log-books who are able to fly consistently for their bread and butter.

Yet as aviation—sports flying and air transport—progress, there will inevitably be more flying jobs, and just as inevitably the demand for them will be high. Women will qualify for some of them. How many remains to be seen.

Meantime, women have already done a small amount of co-piloting. In various parts of the country women are ferrying planes from place to place, they are demonstrating planes as part of the job of selling them, they are doing record flying and racing, stunt and exhibition flying, as well as passenger joy-hopping and charter work. A number of women are giving flying instructions to women students as well as to men.

EMPLOYMENT EXCHANGE

Space—under the above heading—will again be available next month for want advertisements, of not more than 20-word length, by prospective employers of women in aviation and by women who seek jobs in aviation. But if no want ads are received by the editor by the closing date, January 15th, this offer will be withdrawn, at least for the time being.

THE 99ER—A MAGAZINE ABOUT WOMEN AND FLYING

*Published by the 99 Club, National Organization of Women Pilots, on the 2nd day of every month.
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President
MARGARET COOPER
1040 Park Avenue
New York City

NATIONAL OFFICERS
Vice President
GLADYS O'DONNELL
3723 California Avenue
Long Beach, Calif.

Secretary-Treasurer
LAURETTA M. SCHIMMOLER
General Delivery
Glendale, Calif.

ELIZABETH HAYWARD, National Publicity Chairman, 2900 B'anche St., Pasadena, Calif.

NEW ENGLAND—Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island—Governor, Maude Tait, 192 Springfield St., Springfield, Mass. Sectional Reporter, Mildred H. Chase.

NEW YORK and NEW JERSEY—Governor, Jessamine Goddard, 48 E. 73, N. Y. City.

MIDDLE EASTERN—Pennsylvania, Maryland, West Virginia, Virginia, Delaware—Governor and Sectional Reporter, Dorothea Lech, 1318 Linden St., Allentown, Pa.

SOUTHEASTERN—Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Florida—Governor, Mary Nicholson c/o Sternberger Children's Hospital, Greensboro, N. C., Chairman, Atlanta Chapter, Madaline Johnson.

NORTH CENTRAL—Minnesota, Wisconsin, Michigan, Iowa, Mis-

souri, Illinois, Ohio, Kentucky, Indiana—Governor, Mabel Britton, 408 W. Forest Ave., Ypsilanti, Mich., Acting chairman, and 99er reporter. Cleveland Chapter, Abbie Putnam Dill.

SOUTH CENTRAL—Nebraska, Colorado, New Mexico, Kansas, Oklahoma, Arkansas, Louisiana, Texas—Governor, Jean La Rene, Hangar No. 7, Love Field, Dallas, Texas.

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