

March 2

1934

The



er



*Phoebe Lingrave Smith*



## Transport No. 18221

**A**FTER graduating from the University of Michigan in 1929, I settled down to newspaper work on my mother's *Coldwater* (Michigan) *Daily Reporter*. Soon I decided to combine flying with journalism, so began taking flying instruction at the Curtiss-Wright School in Detroit. After obtaining my private license, I purchased a Warner-powered Travel Air biplane and immediately began devising plans whereby I could fly in connection with business. As a result I instigated an "Airplane Edition" of the paper and tossed out prize copies from my ship over the various nearby villages. As I recall, the prizes were all collected, but the newspaper gained no new subscriptions. Other times I have thrown out handbills in connection with job-printing we might be doing. Those experiences convinced me that I would never make a good bombing pilot.



For a few short months after receiving my transport license, I tried my hand at salesmanship for Curtiss-Wright, but my sales had only reached the sum total of one airplane and one enrolled student when the Detroit Base folded its wings and slipped quietly from the picture. Consequently my flying since then has necessarily fallen into the category of private, pleasure flying, and the only remuneration is lots and lots of fun.

My 500 hours of flying include trips to Wichita, Kan., Kingston, Canada, Baton Rouge, Louisiana, Washington, D. C., New York City and participation in two Michigan Air Tours. The trip to New York was made with my non-pilot husband as passenger. His remarks from the front cockpit regarding my flying ability assured me that I need never worry about reaching the stage of believing myself to be a "hot pilot."

RUTH KITCHEL WAKEMAN.

## Air-Onically Speaking

**O**UT of the ranks of 600 odd women pilots rumor has it that two endurance gals plan entering, that one Atlantic crosser HAS entered, and that a holder of altitude and other records will also try her skill, in the London-Melbourne race.

Joan Shankle has added a young son, Johnnie, to the Shankle hangar. Johnnie's maw has itchy fingers, and plans to resume flying soon.

A. D. Smith, superintendent for a transcontinental air line, says that in his opinion Poncho Barnes is the best woman pilot he knows anything about. Up until this time we had thought we were.

Ruth Nichols is turning up her nose at Old Man Depression these days, lecturing to schools and colleges. Amelia Earhart scares the wolf from the door in the same way. A. E. also has some forty odd people sewing dresses and things which she designs.

Did you know A. E. is on the D. of C's \$700.00 plane committee? We still stick to our original contention, IT CAN'T BE DONE!

We believe Senator Black has used exceedingly good politics but very poor judgment in his air mail investigation.

We understand several women's endurance projects are underway. Don't do it gals. Frances Marsalis and Helen Richey haven't made a dime. Its a tough racket from what enduring persons have whispered to us. How about transcontinental non-stops, altitude, speed, distances? Incidentally, Frances and Helen are on the "four a day." (Vau-deville, you dope!)

Our snooper tells us Blanche Noyes is planning a solo round-the-world flight for summer . . . and Laura Ingalls a "mystery" flight.

It's a darned shame the Army Reserve pilots are being forced off the air map. Two hours of flying a month makes them positively dangerous to themselves as well as to others in the air and on the ground. National Guard are getting more than their share, about 100 hours a year, and get paid for it to boot. The Reserves receive no remuneration. At the same time we know a lot of women pilots right now who would be thrilled, enthralled and all others, at two hours a month. Since the Army has these fellows, why let them go to seed? The boys might come in quite handily at some future date if Uncle Sam will allow them to keep their hand in.

The Army seems to be taking a cue from Congress in its trial of Bill Ocker, he who has done more for blind flight than all others. It seems to us that we no longer are "the land of the free, and the home of the brave." Phooey on politicians who are out only for themselves no matter whose necks are stepped on. And don't get us started on air mail! We do not believe in convictions without a hearing.



# I'M TRYING TO WIN A HAT

Hear Yee-ee-ee!

Amelia Earhart, who gave the child (99 Club) a name, who is a charter member and past president of the organization, will give one hat a month (in U. S. A.) to the licensed pilot and 99er who lands at the greatest number of airports.

When she decided to present a hat to the girl who had done something important in flying during a month's time, the main point was to determine what that "something" should be. Hence four or five of the 99's got into a huddle and agreed that landing in strange airports was good practice, so the basis for award would be landing in the greatest number.

As "Tiny" Goddard, governor of the New York-New Jersey section put it: A girl finding herself greeted with a "Lady, we never saw you 'round this airport before" will answer back, "Well you see I'm trying to win a hat."

Amelia, being now a designing woman, thinks a new hat tends to raise a woman's morale more than anything else. (As one pilot said, it depends on the hat.) A. E. hopes hers are bona fide morale raisers.

Scoring will run: For each airport, 1 point; for an honest to goodness forced landing without damage (verified by Department of Commerce inspector), 2 points; if cows in pasture, 3 points. (If cows eat fabric before rescued, damage not counted as resulting from crackup.)

The mechanics of the contest as drawn up by Amelia are:

1. Candidate must furnish proof of landing by having signature of airport manager or some other responsible person to verify the landing.

2. The report form with signatures, etc., must be sent to the sectional governor not later than the last day of the month. The governor will check and

select the highest ranking hat chaser in her section within 5 days, and sign and send her report slip to the editor of The 99er, who will get the slip belonging to the successful one countersigned by Amelia and returned to the winner, also within 5 days or thereabouts. Slip in hand the winner will then go to the nearest one of the 30 stores listed below and select her own hat.

The whole process should require only about 10 days, although allowance will be made of course for differences in mailing distances. All individual reports should be in the governors' hands by the 1st of the month, and in the editor's hands by the 6th of every month without fail. The name of the winning girl will be announced in the magazine each month together with a little first hand account of her hat chasing adventures.

Special ruling: No pilot may win twice within six months, as the girl who flies some planes, an Aeronca, for example, can land it more easily than one who flies a high speed ship, although her flying may not be more professional.

One of the blank forms to be used in reports is being included in each 99 member's copy this month. It should be used for scoring and must be mailed to the sectional governor on or before March 31st for an April hat. Be sure and fill in the title of the person verifying the landing in the space following that provided for his signature. If by any chance the blank should prove too short, the contestant should trace it off on another sheet of paper and paste an extension on the end of the blank.

The 99er editor will have a supply of the blanks which will be available on request.

Here are the stores where the prize hats may be secured:

Albany, N. Y.—Honigsbaum, Inc.  
Allentown, Pa.—H. Leh & Company  
Atlanta—Davison-Paxon Company  
Birmingham, Ala.—Loveman, Joseph & Loeb  
Boston—Jordan Marsh Company  
Buffalo—Flint & Kent  
Chicago—Marshall Field & Company  
Cleveland—The Lindner Company  
Cumberland, Md.—Rosenbaum Brothers  
Denver—The Daniels & Fisher Stores Company  
Detroit—The J. L. Hudson Company  
Kansas City—George B. Peck Company  
Louisville—The Stewart Dry Goods Company  
Lowell, Mass.—The Bon Marche Company  
Minneapolis—E. E. Atkinson & Company  
Newark—L. Bamberger & Company  
New York City—R. H. Macy & Company  
Omaha—J. L. Brandeis & Company  
Peoria, Ill.—Block & Kuhl Company  
Philadelphia—Strawbridge & Clothier  
Pittsburgh—Joseph Horne Company  
Portland, Oregon—Meier & Frank  
Providence—Gladding's  
Richmond—Thalhimer Brothers  
St. Louis—The Famous-Barr Company  
San Francisco—The Emporium, Inc.  
Springfield, Mass.—Meekins Packward & Wheat  
Toledo—The LaSalle & Koch Company  
Washington, D. C.—Frank R. Jelleff, Inc.  
Wilmington, Del.—Arthur's Apparel Shop



March 2, 1934



# FOR MORE FLYING

A hundred and ninety-eight men had transport pilot tickets before Phoebe Omlie, and no women. Her husband, Capt. Vernon C. Omlie, holds transport license No. 200; Phoebe's number is 199. Probably took their tests the same day. She acquired the first airplane and engine license issued to a woman about the same time and has held the two types of license ever since.

That was in 1927, shortly after the civil aviation structure got itself organized to the point of passing out licenses. But Phoebe Omlie had entered aviation in 1921 to work at it, and she has been working at it—hard—ever since. Now an even dozen years after she turned up her nose at the cozy security of a job in an insurance office, took the money her grandfather had left her out of a bank and sank it in an airplane, she has been appointed to the first job in governmental aviation ever held by a woman in this or any other country excepting only Russia.

Her official title is Special Assistant for Air Intelligences for the National Advisory Committee on Aeronautics. In this position it is her duty "to help work out plans whereby aviation might come into its own as far as its financial structure is concerned. In the reorganization, it seems, the plan is to have *more* flying and *less* regulation."

"The thing I am most interested in," Phoebe says today, "is that I have used the airplane for my personal transportation continuously since 1927 and can say that it has been economical travel for the work that I have had to do."

But straight flying has been only one of the aerial activities she has put in time on. In January 1921, she dropped the aforesaid office job with good pay and little work like a hot rock when she heard that there was an Army plane for sale cheap out at the Curtiss Northwest Field near St. Paul.

Phoebe Omlie—after a demonstration flight using a radio direction finder—the Direct-Aire in this case.



Plowing past the wet-blanketing she was in for because of her sex, her lack of stature and weight, and her eighteen years, she got somebody to trade her a JN4D for a certified check. The problem of persuading one of the men at the field to teach her to fly, was solved satisfactorily by five minutes conversation with young Lieutenant Omlie.

He was seriously interested in commercial aviation but made no bones about admitting to this girl who wanted to learn to fly that aviation's commercial present was nil just then, that the only living there was in it was to be had by stunting. Bad business for commercial aviation's future but the only way to fly and eat too, he told her.

So Phoebe stunted. She hadn't soloed yet and parachute jumping was her only chance. She was the first woman to execute a double parachute jump, and by leaping from a plane at the then dizzy altitude of 15,200 feet, she established a woman's record. At the age of twenty she was the owner and star performer of the Phoebe Fairgrave Flying Circus.

In 1923 the Omlies organized the first commercial flying school in the middle South, and Phoebe gave instruction in flying, aerodynamics, meteorology and aerial navigation. This school has been in continuous operation ever since under their joint direction. During the Mississippi flood in 1927 their Mid-South planes patrolled the devastated areas with inspectors looking for new levee breaks for a distance of 300 miles. They maintained an air mail service between Little Rock and Memphis and flew the Red Cross, and the news and picture agency men. It was dangerous stuff, flying land planes over water, but the Mid-South pilots came through without an accident. Phoebe flew shifts along with the others.

Later she became interested in the manufacturing field and as director of public relations for the Mono Aircraft Corporation of Moline, Ill., traveled throughout the United States and Canada.

In 1928, she was the first woman to enter and fly in the National Reliability Tour which traveled some 7,000 miles throughout the United States. This tour offered the opportunity to carry the first light airplane over the American Desert and the Rock Mountains. When women, in 1929, were first permitted to race under the rules of the Federation Aeronautique Internationale, she entered and won the C. W. (light) class division of the first all-woman's air derby from Santa Monica, California, to Cleveland. At the National Air Races she was the first to win the Aerol Trophy, still the most important woman's racing trophy in the country.

With a ship manufactured after a new design as a result of tests proven in the experimental work

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## DOMNISOARA BRAESCU

In a country where civil aviation is unknown except to a few flying princes and even they use their planes sparsely, she who wore skirts along with a *domnisoara* (Roumanian for Miss) in front of her name might have found crossing the Sahara Desert on a tri-cycle or lasso-ing the moon an easier assignment than the one she did elect.

Nevertheless Smaranda Braescu, of Bucharest in Roumania, wanted to be a pilot badly enough to go far and risk high, not to mention working hard, to do so. Recently at Pipera, the military aerodrome near her country's capital, she was awarded by King Carol, along with some of the seasoned Roumanian flight officers, the "golden cross for aeronautical valor." This decoration or its equivalent was seldom more richly deserved by a flier in any country.

Smaranda—just a lone girl with a purpose—travelled first to Germany to learn all about 'chutes and the way they are packed, because that seemed the only way to get a "toehold" on the situation. She began making parachute jumps and captured some records. In 1932 she came to the United States, crossed it, and out over the Sacramento Valley made a world's record parachute jump.

Then came her Great Day. Under "Sonny" Trunk's guidance she learned flying at Valley Stream, L. I. Late in 1932 she passed her private pilot's test.

When she started back home, General Italo Balbo, one of her best personal friends, heard of her crossing on an Italian vessel. He sent his own

private flying boat to Genoa after her and in Rome she was feted by the Royal Aero Club and received at the Vatican. When she entered her own country through the port of Vara on the Black Sea, enthusiasm broke loose at a great rate. Music, flags, an official local holiday marked the day of her arrival, and an escort of army planes brought her to the capital for receptions no end.

Then began a new fight—the one to get her own ship to do things with. It was almost as long a struggle as the other, but she won that too. Now she has been promised the royal approval to own a *Percival Gull*, an English ship, especially equipped for long distance flying with a range of 2,000 miles. And with it she plans to do her right stubborn best to bring glory to her country and its women on closer terms with aviation.

Dressed in the colorful national costume of the Roumanian women, Smaranda Braescu stands at attention in the front rank of Royal Air Corps officers as she receives the salute of her king and Crown Prince Michael—all part of the gold cross decoration ceremony.



## NEW SHIP OWNERS

Gladys O'Donnell, 99 vice president, transport pilot, etc., took delivery at Long Beach, Calif., on a shiny two-place, low-wing Security monoplane.

"Dick" (Edith Boydston) Clark of Brentwood Park, Los Angeles, recently purchased a J 6-7 Travelair, which she is hangingar at Granger's Hangar, Clover Field.

Katrina Canning gave her sliver of the Eastern Shore of Maryland a sizable thrill when she bought herself a two-place Aeronca recently. According to the local paper the residents spent considerable time that morning watching her put it through its paces for the first time.

Agnes Stone English of Santa Barbara, Calif., has bought, together with a friend who is working for an L. C., a Velie Monocoupe, with double width seat, enclosed cabin, etc., They plan to rent it for solo work, and to use it later on for passenger honping. Miss English, who is a student of Art Callies of Los Angeles, now has 4 hours solo time to her credit.

## FLYING NEWS

Eleanore B. Lay, private pilot and charter member of 99, sailed on February 24 from New York as assistant director and "sky admiral" of the Johns Hopkins archaeological expedition into ancient Greese. If the Grecian government will permit a woman to operate a plane around the site of the lonely spot—the old Greek city Olynthus—Dr. David M. Robinson, who heads the expedition, plans to charter a plane for the party's use in transporting supplies rapidly. . . . Margaret Cooper, transport pilot and president of 99, after her return from a West Indies cruise via the motorliner *Kungsholm*, left for a two week's visit in Florida just in time to miss out on the bitter cold spells in New York . . . Alma Arlene Davis, chairman of the Cleveland 99 chapter, has returned from a visit to Hawaii. . . . Edna M. Gardner of Newport, R. I., has done a complete recovering job on her ship. She did all the sewing, doping, etc., herself. . . . Boston-Maine Airways report 97 per cent performance during the recent 40 below weather in New England.



# ARE AIR FLIVVERS FEASIBLE?

By CLARA GILBERT

The past few months have been witness to many changes in the administration of the Governmental department in charge of aeronautics, accompanied by far-reaching plans for "an airplane in every home." Paging Mr. Henry Ford of the Aviation Industry!

On the face of it, the theory of building, in mass production, \$700 ships for the private flyer, sounds feasible enough. But let us consider the matter a little more thoroughly. Barring the possible existence of secret plans to which we have no access, there are, to date, no practical designs for the construction of any heavier-than-air craft answering the description and specifications as detailed in the recent Department of Commerce questionnaire; nor are we aware of the development of any motor of the required type. The construction of this proposed craft, being a radical departure from any ships on the market today, will represent no mean engineering feat. We, for one, would like to be made aware of any aircraft manufacturing companies at present in a position to design, engineer, construct and market 10,000 of such ships at a retail price of \$700 apiece, and still show a legitimate profit.

Can it be possible that the Government itself plans to undertake this work? Much has been said of late of "unfair competition" injuring current markets. Surely nothing could be more injurious to the makers of existent manufacturing companies than to have the Government financially support the construction of low-priced aircraft to be sold at a loss.

There are available, at the moment, many used ships, for sale at figures well under \$1,000. While not all of these ships are in first class condition many of them are. Among them are to be found not only two place, but three and four place ships, cabin jobs as well as open cockpit models, and the

majority are capable of speeds well in excess of 100 miles an hour. If there is no market for these airplanes, how then does the Government propose to stimulate sufficient interest in private and sport flying to dispose of 10,000 smaller and slower planes which will only carry two passengers, at a price approximating that of these used ships?

Rumors have reached our ears concerning a recently constructed airplane which has passed all Department of Commerce requirements, and upon which, we understand, the Department has looked approvingly with an eye toward having it fill the bill as America's "air-flivver." This ship is of a type known as a "flying wing." We have been given to understand that it has excellent performance, but it offers one very serious drawback.

The pilots of today are fully cognizant of the possibilities, advantages, and disadvantages of the flying wing type. But it is not so much at the pilots of today that the low priced ship is directed as it is at the pilots of tomorrow. The pilots of tomorrow represent the laymen of today whose eyes have become quite accustomed to the conventional high or low wing monoplane, the biplane, and even the more unfamiliar autogiro. To them the flying wing type will simply represent a radical departure from the conventional aircraft of which they are bound to be suspicious, thereby building a concrete wall of sales resistance. The low price of the ship will only serve to enhance their suspicions of a weird looking craft being offered them for a comparatively ridiculous sum.

We believe that the Departmental semi-prophecy of the construction of a \$700 airplane in the near future has unquestionably caused a depression in the current aircraft market, and we are anxiously awaiting either the fulfillment of such prophecy to the advantage of the aviation industry in general, or its immediate public retraction.



By MABEL BRITTON

*Why the Weather?* by Charles Franklin Brooks. Harcourt Brace. \$2.00. As the outgrowth of daily explanations of weather to classes in meteorology at Clark University, Mr. Brooks (Ph. D., Harvard) has written this popular book. Divided into sections according to the seasons, phenomena are noted,

and much accurate information given in a simple delightful manner. There are good drawings and photographs and an adequate index.

*Physiography*, by Roland D. Salisbury. Henry Holt. \$4.00. Part III. The atmosphere of the above text gives as comprehensive a discussion as the average college course in Meteorology. Clinching an important point, this spark of humor leaps unexpectedly from the didactic text: "The familiar saying that 'the wind bloweth where it listeth' is true only in the sense that the air always listeth to blow down the steepest accessible isobaric

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# MORE 99's TO THE SQUARE INCH

By LAURETTA M. SCHIMMOLER

Not only does California have nearly twice as many persons licensed to fly aircraft as New York—the next-high state—she also has within her borders more than twice as many members of the 99 Club as any other state. This club is composed exclusively of women pilots, but that is no reason why some lines of their magazine should not be given now and then to certain members of the male persuasion who have been or are associated in the same line of endeavor as that of the 99's—Aviation.

So this month its one P. G. B. Morriss—"Bud" to you—known twenty years ago as a pilot of some little reputation and today occupying the position of Manager of Hotel Clark and host to the Southern California 99's.

Through the warm cooperation of this old-time pilot, the 99 Club boasts comfortable and proud headquarters in the very heart of the city of Los Angeles and all 99's and their friends will find a cordial and warm welcome awaiting them from the entire staff of 200 employees of Hotel Clark.

Bud Morriss, our host, started flying in 1909. Some of the early ships piloted by him in the days when flying was a real novelty bring many a smile to the blase pilot of today. Known as instructor for the Benoist School, Morriss was the first man to successfully send and receive wireless messages from an airplane in flight—this in 1910. He participated as Vice President of the Benoist Airplane Company in the building and operation of the first commercial air line in the world—just 20 years ago this month—the line of flight being from St. Petersburg to Port Tampa, and it is interesting to



P. G. B. MORRISS

know that in the first thirty days of operation flying schedule was observed rigidly on twenty-eight of these days—and this with one of the first flying boats and a two cycle 60 H. P. engine. The first piece of express ever carried on this line consisted of one ham, which was shipped from one end of the line to the other. The make of the ham has not been made public probably for some good reason.

Morriss was later in naval aviation and among other things is the author of the course on aviation which was sold for so many years by The American School of Aviation. He was the founder and the first President of The Early Birds, and as the result of twelve years in aviation and twelve years in the hotel business has many friends all over the world.

99's be sure and look him up whenever you are in Southern California. He'll like it and so will you.

Southwestern 99's sit (beg pardon, also stand and kneel) for their picture in their Club Room, Hotel Clark, Los Angeles.

Left to Right: (Bottom row) Dorothea Wilson, Melba Gorby Beard, Hilda Jarmuth, Leila Heffner, Helen Hyde, Clema Granger. (Kneeling) "Dick" (Edith B.) Clark, Elizabeth Inwood. (Front Row, Standing) Ardetta Cadwallader, Sally Toney, Esther Jones, Ethel Sheehy, Nancy Drake Chaffee, Esther Johnson, (chairman, L. A. chapter), Elliott Roberts, Margaret Blair, Helen McCandless, Henrietta Lantz. (Back Row) Kay Van Doozer, Elizabeth Hayward, (governor, Southwestern section), Peggy Gauslin, Martie Bowman, Dorothy Kinsman, Lauretta Schimmoler (national secretary-treasurer).





## About 99

The report on The 99er Subscription Trophy contest shows the New York-New Jersey section ahead this month with 38 sold subscriptions to its credit. The Southwestern section, which was ahead the last couple of months is a close second with 33 subscriptions sold. The other 6 sections are lagging some distance behind.

### Meetings Announcements

Regularly scheduled meeting dates are:

*New England Section:* Next meeting March 17, Newport, R. I.; Edna M. Gardner, hostess.

*New York-New Jersey Section:* 2nd Monday in every month. March meeting—the 12th at 7 P. M., Hotel Seymour, 50 West 45th Street.

*Middle Eastern Section:* 1st Monday in every month.

*North Central Section:* The Michigan Chapter's next meeting will be held at Flint, Mich., on Saturday, March 24th.

*Southwestern Section:* Los Angeles Chapter—2nd 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

Maurice Ames, Boston; Jean Barnhill, Minneapolis; Elizabeth S. Horton, Brookline, Mass.; Helen Lehtio, Detroit; Shirley Jean McKittrick, Indianapolis.

## 99 Sectional News

### New England

The members of this section were guests of Mrs. Frederick L. Ames of 192 Commonwealth Avenue, Boston. The monthly meeting was held at Mrs. Ames' home on Saturday, February 17th. Dolly Bernson of Revere, Mass., and Louise Sisson of Providence, R. I., were appointed a committee on membership. . . . Edna M. Gardner expects to be transferred to Washington soon, and has invited this section to hold its meeting at the U. S. Naval Hospital in Newport, R. I. (at the nurse's quarters) on the 17th of March.

Members with points to their credit on the Margaret Kimball Cup Contest, and what the points are for, follow:

Maude Tait, governor

5 points—for lecturing

Teddy Kenyon

25 points—for gaining a record (Recognized nationally and by the N. A. A.)

5 points—for lecturing

5 points—for entertaining visiting 99er (Ruth Nichols)

10 points—for adding 50 hours to her log (5 points for each 25 hours)

Edna Gardner

5 points—for adding 25 hours to her log

10 points—for putting a new circle on a field. Lorraine Frankland.

15 points—for bringing in 3 members

15 points—for bringing a lecturer to meeting

15 points—for Kimball Cup story in 99er

15 points—for writing a newspaper article

20 points—for having the name of the town of Athol, Mass., painted on building

MILDRED H. CHASE.

### New York-New Jersey

Jessamine Goddard, sectional governor, entertained the group at her home for dinner at their March meeting, with Royal Air Force Commodore P. F. M. Fellows and Mrs. Fellowes as honor guests. Later Commodore Fellows gave an interesting talk on the experiences of the Mount Everest Photographic Expedition during the course of which he graciously and quite sincerely said: "Of course flying out to India is merely an everyday affair to a number of you."

The endurance fliers, Frances Marsalis and Helen Richey, were present at the meeting and autographed a few copies of The 99er for sale at the talk Amelia Earhart gave for the benefit of the section at the Pan-Hellenic on February 9. This lecture coming along as it did on the coldest night of the coldest week in the history of New York, nevertheless managed to net the section a quite substantial sum.

### North Central

The brand new Michigan Chapter of the 99's held its first meeting on Saturday, February 17, at Gratiot Airport, Roseville, Michigan. A delicious lunch prepared by Gladys Hartung, who proved that she is as good a cook as she is a flier, was thoroughly enjoyed by: Mabel Britton who flew in from Ypsilanti, Margaret Horton from Flint, Jeannette Lempke, from Bay City, Mary Von Mach, Faye Davies, Gladys Hartung, Alice Hirschman, and Helen Lehtio (a new member), all of Detroit.

We decided as our first project to cooperate with the Michigan State Department of Aeronautics in their town marking program, and we hope by next summer to have the State of Michigan look like a printed page to all cross-country fliers.

Oscar Gabbert, of the Radio Division of the Detroit Police Department, who is also instructor in radio at the Hartung School of Aviation, gave a most instructive talk on the requirements for a pilot's radio license, and what radio can do for pilots.

ALICE C. HIRSCHMAN.

On Sunday, February 4, the Cleveland Chapter had an informal luncheon in the dining-room in the Administration Building at the Airport to celebrate having successfully passed our First Aid examinations. Miss Leora Stroup, who has been instructor for this class, and who is also a prospective member of this chapter, announced that the girls would receive First Aid certificates from Washington, D. C., in about two weeks. . . . Members who have successfully completed their course and who will receive certificates are: Peggy Lennox Albertson, Ann Barille, Abbie Dill, Hazel Black Huntley, Clara McCormick and Mary Winstanley.

The regular monthly meeting was held after the luncheon. The possibility of organizing chapters in main centers in Ohio was discussed. It was planned to have a luncheon about two or three months hence and invite all Ohio girl fliers. In this way the members feel that having the girls together we may be able to arouse some enthusiasm and probably also help organize several other chapters in Ohio.

ANN BARILLE, for Cleveland 99's.

### South Central

Jean La Rene, governor, writes: "The endurance flight record story in the February issue was great, and those two gals really deserve a medal or something for what they did. That's an idea, why don't we give something to the members of 99 who do something outstanding such as this flight?"



## FOR MORE FLYING *(Continued from page 4.)*

at the 1929 races, Phoebe Omlie entered and won the Women's National Air Derby from Washington, D. C., to the Chicago Races in 1930. At Chicago she won all closed course races for cabin ships. With a new improved design she entered and won the woman's division and the national sweepstakes for both men and women in the National Air Derby from Santa Monica to Cleveland, also two closed course races. She flew in three Michigan Air Tours, and won various races and trophies at smaller meets.

It is hard to believe that any "director of public relations" for the manufacturers of an airplane or any other product, for that matter, ever took the job so literally as did Phoebe Omlie. As she went out and said time after time "Meet the Monocoupe, folks, and see how you like it."

During the time between racing experiments, she did cooperative work with municipalities throughout the United States in an advisory capacity regarding airports, airlines, air mail, and the general needs of certain sections for faster means of transportation and direct connection with the large industrial centers. More recently she has been devoting much time to study and contact work throughout South America in the interest of airplane sales. This work is just beginning to show results in actual sales in Columbia, South America.

There are few persons who work in aviation has been more comprehensive or more significant than has that of Phoebe Omlie during the twelve years and more since she first decided to make aviation her "business connection."

*Editor's Note:* The department TO DATE DATA ON WOMEN PILOTS is being omitted this month because a recent release from the Aeronautics Branch of the Department of Commerce reveals such yawning discrepancies between their figures and ours.

Since the release shows 3,431 more student licenses this year than last, it seems likely that the decrease in total number of all pilots is probably due to the various changes in license ratings, and that a large number of these additional student license holders are student pilots rather than students. In any event a large percentage will undoubtedly take advantage of the new amateur classification in the near future.

Meantime the Department has promised to have a new list available soon, which will enable us to check our list against it and report the findings in The 99er next month.

In the interest of defining clearly all the license classifications as now in force, we drew up a tentative summary and sent it to Assistant Director of Aeronautics, J. Carroll Cone. This came back today completely checked and revised. We are reproducing it in the April issue.



## *Waco in 1934*

**MORE POWER • MORE SPEED  
MORE ROOM • MORE COMFORT**

★

—the result of advanced airplane engineering—tried, tested and proved—and embodied in these superb ships—

**FOUR-PLACE CABIN WACO  
THREE-PLACE SPORTSMAN'S MODEL  
NEW SUPER-SPORT MODEL**

(HIGH POWER...HIGH SPEED)

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## THAT AIR FUN

By LOUISE THADEN

THIS column is instigating a contest to see what woman pilot has done the dumbest thing connected with airplanes or flying. An appropriate prize is being offered by me myself personally.



ILLUSTRATION  
OF TROPHY

To offer a handicap right off is poor policy I know, but here is my own contribution.

Last year I was flying between Baltimore and Pittsburgh, a route I'd covered numbers of times. To make a painful story short I awoke to the fact that nobody knew where we were. The more I attempted getting unlost, the loster we got. After running hither and thither for an hour over gosh-awful country we miraculously sighted a fairish sized town all covered around with mountains. It turned out to be Bradford, some 125 miles off the course. (Note: Its only 225 miles from Baltimore to Pittsburgh.) We landed for gas. Covered with embarrassment, when the airport chap asked my name I blurted "Frances Marsalis." Said I "where's Pittsburgh?" To make matters worse, I was asked to sign the airport register. Let this be a lesson to

you, never tell a lie. So I committed forgery or whatever it is, and signed Frances' name. It looked real natural-like too, if I do say so myself.

Some time ago Amelia Earhart was going someplace or other on the train. (Yes, I said train.) Some woman kept looking at her. Finally the lady got up sufficient courage to step over and say, "I've seen your picture in the paper." Amelia said, "Oh yeah!" or words to that effect. "Yes," said the lady, "you are Mrs. Roosevelt aren't you?"

*Editor's Note: Contributions to this column will be welcomed. Please address them directly to Louise Thaden, Editor, That Air Fun in "the 99er," 6408 Paseo Blvd., Kansas City, Mo.*

### Encyclopedia Brittonica (Continued from page 6.)

gradient, and that where there is no gradient, it listeth not to blow."

Sir Napier Shaw is, I believe the British authority on Meteorology. His book, *The World and Its Weather*, is stiff reading but repays the effort in its brilliant exposition of the fundamentals.

### Magazines

Thea Rasche, German pilot, and charter member of 99, is editor-in-chief of *Deutsche Flugillustrierte* (German Flight-Illustrated). The January 28th issue (it's a weekly) is one of the most complete and decorative jobs that have ever been done about women and flying by means of printer's ink.

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## BREAD AND BUTTER AND AVIATION



RUTH NICHOLS

So many of us have heard of our parents, or older friends say "Oh for the dear old school days. They are the happiest times of your life, my dear."

Mebbe — but not for this lady — heresy perhaps, but academic

work was much too hard, requiring diligent concentration for a probably below average mind, which naturally liked to jump about—particularly out of doors. Consequently, I have a very sympathetic spot in my heart for all students.

On this basis, and because last summer after passing through another siege of "varied experiences" (?) (!), incurred in the Bendix Race, I ran across my old Astronomy Professor from Alma Mater, Wellesley. Having really impressed him with the genuineness of my continued interest in Astronomy, he invited me on a personally conducted tour of Mount Wilson Observatory, containing the largest reflecting telescope in the world. And during the course of our discussion, he seemed amazed at the amount of Astronomy I had remembered, evidently recalling me as the dumb pupil that I was. I told him that that which was hard to hammer in, usually stayed there. So enthusiastic was I (as I honestly always have been over natural sciences, and particularly over those applying to aviation) that he finally burst forth, with, "I do wish you'd come back to Wellesley, and tell my classes what your

work has meant to you since leaving college." To which I rather glibly agreed, thinking that in the remaining two months of summer he would probably forget all about it.

However, early in October, the fatal follow-up came. With trepidation I faced his classes—those wide-eyed students, who were much fresher on Azimuth and Right Ascension than I. But fortunately it was the beginning of the year, and they apparently didn't know so much. As a matter of fact, many of them appeared by their questions to be as dumb as I had been. The enthusiasm expressed, however, and the subsequent requests for special courses to be given in Aviation, put a bee in my bonnet that other colleges should give more attention to pointing out practical relationships—particularly (in addition to Astronomy) the Geology Departments in regard to Meteorology and Climatology, and the Physics Departments re Aerodynamics, Thermodynamics, etc.

So letters were sent out and with the usual underground channels of inter-college gossip, soon a snowball started to roll, which has kept me quite busy reading up on all current, as well as past, scientific theories and developments.

One of the funniest experiences of all was when I found myself talking to a men's Engineering Club—in a Quaker Meeting House—dressed, at the request of the wife of the President, in low neck evening gown—on technical subjects . . . Such is modern life.—RUTH NICHOLS, Rye, N. Y.

Editor's note: Among the colleges where Miss Nichols has been a-lecturing on *The Value of Academic Study to Modern Aviation* are Vassar, Wellesley, Swarthmore, Mount Holyoke, University of New Hampshire, etc.



Our Roving Reporter, Margery Brown, wants to know: "How do I look with a machine gun? . . . This is one of the soldiers who guarded my habitat during the Grau regime."

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