

The



er

June, 1934

Vol. I, No. 8

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of 2,000,000 People

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has an important message:

"Come on, let's help fill the sky with thunder birds."

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Private pilot Martie Bowman of Los Angeles and her Waco on the line at the beautiful Administration Building of United Airport. The Airplane Deck on the second floor serves as the setting for many social functions, including a series of dances given by the local chapter of 99.

THE trophy offered by the 99 Club President was won by the New York-New Jersey section with the Southwestern section in second place. Augusta Roberts sold 21 subscriptions or more than any other member in the trophy-winning section. Kay Van Doozer of the Southwestern section sold 24 subscriptions during the drive or more

than any other individual member.

Edna Gardner, transport pilot, formerly of Newport, R. I., now of Washington, D. C., won the hat for April in the Amelia Earhart Hat-a-Month Contest for 99's. Miss Gardner sent in the contest blank with the most airport landings recorded for April.

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THE new *List of Women Pilots* from the Department of Commerce tells a very startling story. Right now the total number of women pilots is 358 and includes 68 transports, 34 limited commercial pilots, 1 industrial, 183 privates, 20 amateurs and 52 solos. (This is inclusive of the weekly reports through May 5 as well as the list dated May 1.)

There are 242 less women licensed to fly than there were a year ago when the total on the Department's list, checked with current information, came to 600, or 63 transports, 42 L. C.'s, 1 industrial, 478 privates, and 16 solos. Thus a figure which has been mounting rapidly and steadily since January 1929, when the total stood at 34, has slid away back.

The recent changes in license ratings have of course left many pilots wondering what their status, if any, is. Now that the new licenses have been clearly defined many are busy qualifying under the new ratings. 150 women applied for student permits between January 6 and May 5. That's one of the three most heartening figures in the whole basket. Another is the fact that 183 women hold full private licenses as qualified 50-solo-hour pilots, with requirements almost as stiff as for L. C. pilots. The third encouraging figure is the present 200-hour transport pilot total of 68, which is still ahead of both last month's and last year's total. Nor should we forget that a large number of women not on the list today hold student permits with letters of authority to fly solo cross-country,

MEET MARY RIDDLE

(99 Governor, Northwestern Section)

Twenty-two years ago, according to Indian custom, the grandmother of Mary Riddle gave her the Indian name of a sea bird—Kus de cha, or the kingfisher. Today Mary has shown what a happy choice that name was by being the first and only licensed Indian girl flier in the world.

Mary had no particular intention of living up to her name. It just happened that at the age of seventeen while visiting in San Diego she saw a woman crash in an airplane. The consensus of opinion was "that women would never be successful aeronauts," which prompted Mary to prove to the pessimists that women can come up to par.

She received her private pilot's license at the Tex Rankin School of Flying at Portland, Oregon, and later, her limited commercial license at the Spartan School of Aeronautics at Tulsa, Oklahoma. Only 15 hours away from the required 200 solo, Mary feels—due to the depression—that she is 15 years away from her transport license.

She was born at Bruceport, Washington. Her mother, an Oregon Indian of the Clatsop tribe, and her father a Quinault of Washington, both passed away when she was four. She was reared in the convent of St. Mary's of the Valley at Beaverton, Oregon. At this time Mary lives in Seattle where she is attending school and scheming up ways to get the desired flying time to put her on top. The picture on this month's 99er cover shows her in full tribal costume.

CORA STERLING, Seattle.

and are 10-hour pilots in practically the same sense as the old privates.

On the other hand—and this is the bitterest pill of all—Department of Commerce figures for April 1 on women pilots are slightly higher than the May figures. Licenses are still being lost faster than they are being won or renewed.

Now that our depth perception sense is actively on the job, let's concentrate on the rate of climb indicator. Let's determine what women have lost their licenses and why. If it's because of reduced finances, let's get busy and build up that sectional loan fund to help them buy the necessary flying time. If it's because of lack of interest, let's go ahead and help stimulate more interest. Every woman pilot who is not a 99 should immediately contact the sectional governor for an application blank. (Governor's names and addresses appear below.) There is nothing like a little intensive group action to accomplish results.

Remember that a student permit with letter of authority to fly cross-country solo makes you eligible for 99 membership.

Any girl who lacks information on the new ratings should write immediately to the Department of Commerce, Aeronautics Branch, for the *Amended Air Commerce Regulations*.

Let's all get busy as pilots and 99's to help put statistics on women pilots back on the up grade where they belong.

MARGARET COOPER, 99 President.



THE 99er—A MONTHLY MAGAZINE ABOUT WOMEN AND FLYING

Published by the National and International Organization of Women Pilots

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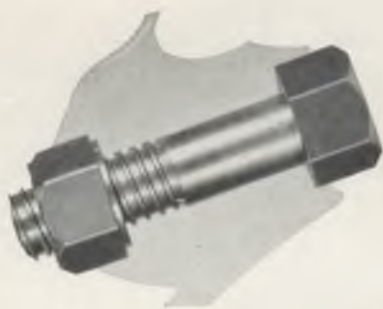
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IT'S RACING TIME

LANGLEY DAY



Approximately 8,000 enthusiastic spectators watched 47 planes perform in the capital's largest aviation meet which was the most successful regatta of the Washington Air Derby Association, an annual event known as Langley Day Celebration, and held at the College Park Airport on May 6.

Flown over a 25-mile quadrangular course, with the home pylon at the airport, the first four races were run at 100, 125, 140 miles per hour, and a free-for-all handicap, respectively.

Richard Burcher won the acrobatic contest flying a Travelair biplane. The slow race was won by C. S. Bruce in a Spartan. Edna M. Gardner, a nurse at the U. S. Naval Hospital, won the OX-5 race. Ben King won the precision landing contest in an Aeronca. The "boom and go back race" was won by H. Somerville in a Fleet.

The day's most popular event was the woman's race over a 25-mile course.

The very useful trophies were presented by Phoebe Omlie to Edna M. Gardner, winner in a K5 Fleet, the first prize being a beautiful 12-piece silver vanity set; Helen Cavis, second in a Kinner K5 Fleet received a very nice breakfast set consisting of electric toaster, tray, individual dishes, etc.; Helen Frigo, third in a Kinner Kitty Hawk received a silver cheese plate kit; Johanna Busse finished fourth in her low wing Spartan.

The last events of the meet were the bomb-dropping contest and the relay race. The former was won by J. E. Kreis. Team B, composed of Edna Gardner, Thaddeus Jones and H. Somerville, were declared the winners in the relay race. E. G.

BAKERSFIELD, CALIF.

The Air Meet on May 6 turned out to be a great success.

Most of the girls left from Clover Field, Santa Monica, on Saturday afternoon in the handicap derby to Bakersfield and the finish was very spectacular with about 9 ships crossing the line together. . . . 99's were in several events on Sunday. Henrietta Lantz and Edna Crumrine, as first and second pilots for the team took first honors in the relay race with several thrills thrown in. But Melba Beard carried off the honors of the day by winning the looping contest, doing 23 perfect loops in 3 minutes and losing very little altitude. She is very proud of her beautiful trophy donated by Mrs. Edith Clark. Gladys O'Donnell—as usual—led the men a merry chase, taking the 240 free-for-all race. E. C.

(Continued on page 11)

THAT AIR FUN

By LOUISE THADEN

WHEN THIS LADY WAVES AT ME

Written in the air, between San Antonio and Big Spring, Texas, by Paul Vance, American Airways pilot.

I

In a little house upon a hill
There lives a lady fair
Who waves at me each time I pass
Asailing through the air.

II

I've been flying past her house
For about ten months or more;
But not once has she failed to be
Just outside her kitchen door.
And though I've traveled far and seen a lot
(Even sailed across the sea)
Nothing ever made me feel as I do
When this lady waves at me.

III

Sometimes when I fly real low
And no one else is there;
She throws a kiss as I pass by
Asailing through the air.
And does that set my brain awirl?
(Once I almost hit a tree!)
I just lose my head entirely.

IV

Now this lady, too, is married
To a brute who must like to roam
For not once, when I go by,
Has he ever been at home.
But it's quite all right for her to wave
(As I'm sure you will agree)
For she's only waving at her husband
When this lady waves at me.

ADVENTURES OF A GIRL STUDENT



Instructor: All right
try a landing.

She: Shall I turn
the motor off?

What

he

said!



(Drawings by Harriett Frost of Minneapolis)

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But let us send you complete information. Or, better still, we suggest that you arrange to take a flight with our local dealer. It will not obligate you in any way. If you do not know his name, write us.

THE WACO AIRCRAFT COMPANY, TROY, OHIO



"Ask Any Pilot"

WACO LEADS IN AIRCRAFT REGISTRATION

June 1934

THE AERIAL EYE OF 2,000,000 PEOPLE

By H. R. McCORY

Aerial Photographer, New York Daily News which has the largest circulation of any daily newspaper in the United States

It is one thing to fly along gazing out across country, observing the passing panorama. It is quite another thing to fly on assignment covering, from the air, the day's news, that 2,000,000 or more readers may witness what you see in their paper the following morning.

Unlike the commercial photographer of the air, whose pictures are seen by no more than a handful of people, or the aerial photographer of the Army, whose maps are perused only by the general staff, the newspaper photographer goes aloft to illustrate the outstanding news events. These pictures, as in the case of the *Daily News* of New York, are seen by more than 2,000,000 readers. Therefore, as we sit up over some blazing building, or circle the grounded ocean liner, or from our perch overhead photograph the return of some current hero, we are in a sense accompanied by millions of men and women.

Few realize, or for that matter little care about the story behind the picture or in many cases the thrills encountered to obtain that picture.

Only recently the *News* pilot, "Duke" Krantz and I flew out 150 miles due east past Long Island in our small amphibian, (a Privateer powered with a 210 H. P. Continental Motor). The assignment was to photograph the ship bearing Samuel Insull, in order that the *News* might print a picture of the ship arriving, co-incident with its arrival. The sky was overcast and even out over the open water the haze gave us less than a 1-mile visibility and due to this fact we missed seeing his boat. It was nearly dark as we gave up the search and swung around to return. We felt as though we had been out over the water for days instead of hours, in fact, we had all the thrills of an ocean crossing, via the air. It was just dark as we reached the shores of Long Island and as though in response to the checkered flag, our motor quit. Had we proceeded seaward another five minutes, this article would probably never had been written, as the sea was terribly rough and our ship could not have lived in it very long.

It seems as though big stories always choose to happen when flying conditions are at their worst. Ocean liners pick soupy weather to run aground and prisoners in the penitentiary select a stormy day for a riot.

About 2 years ago a prison uprising at Auburn, New York, at which time they captured the warden and set fire to the prison, proved to be one of the biggest stories of the year. It just had to be a snowy, mean day, especially for flying. We flew blind,

relying solely upon our compass until we reached the prison from Roosevelt Field. We made our picture just before dark and returned through a blinding snow, across one of the worst stretches in the East. I honestly believe that my fast graying hair got its start during that flight.

We have flown over exploding powder magazines, over huge oil fires, dodging skyrocketing drums of oil; we have nearly lost our wings over 25 tons of dynamite exploded near Ambrose Light to remove the wreck of a sunken ship; we have been caught in the middle of an Aerial Parade over New York at which time 650 Army planes were participating and even now I occasionally comb an Army bomber out of my hair. We have had the privilege of flying out some several hundred miles, with *every trans-Atlantic flight made from this side of the ocean*. We have met every plane making the westward crossing to this country. We picked up Kingsford Smith on his memorable flight some 400 miles east of Boston. We too were in a land ship. We found Captain Mollison milling around in the fog east of Portland on his last flight to this country with the Mrs. and guided him as far as Providence where we landed for gas, while he continued, only to crackup at Bridgeport. We searched the wilds of Canada for our own Col. Lindbergh and his Mrs. near Moose Factory, when they were reported down. We met the R100 on its visit to Montreal a day and a half before its arrival there. We picked up the ship some place just this side of Labrador and printed pictures in our paper in New York co-incident with its arrival in Montreal.

The *Graf-Zeppelin* is an old friend of ours as were both the *Akron* and the *Shenandoah*. Who but remembers the ill-fated S-51 sunk off Block Island with some thirty-five or forty men aboard? We were there and printed pictures the following day.

Yes, we have sweated, we have frozen, we have gone hungry, we have passed out from exhaustion due to prolonged flying at high altitude, in order that we may act as the eyes of some 2,000,000.

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SELLING WACOS

In the month of January 1933, Waco Sales of New York, Inc., was formally inaugurated and launched under the direct ownership and management of Howard T. Ailor, who for the previous five years had been associated with the Waco Aircraft Company of Troy, Ohio, in the capacity of contact man and factory wholesale representative.

A skeleton organization was founded and for the initial two weeks of activity, nothing attempted except the laborious undertaking of putting the hangar in shape and establishing presentable headquarters.



Frances Harrell Marsalis, Waco saleswoman, gets pointers from Howard T. Ailor. (Courtesy N. Y. Herald Tribune.)

Inasmuch as they were to be the Eastern distributors for Waco Aircraft, a great deal of time was consumed in formulating plans for a dealer organization in order that Waco planes might receive the representation to which Howard T. Ailor felt they were entitled.

Acting on the theory that the actual sale of an airplane is but incidental to the final consummation of cementing a bond of relationship between the seller of an airplane and the buyer, and that in order to make a friend of every customer by paying strict attention to his criticisms, he surrounded himself with conscientious, skilled and sympathetic employees, whose earnest desire it is to listen to a customers' problems and attempt to analyze and then correct them by applying the most modern and up-to-date methods known in the aircraft industry.

Periodically, with the increase in both sales and service work, it was found necessary to extend activi-

ties and seek additional space until by the end of August 4 hangars were being utilized for the accommodation of storage and service customers. Inasmuch as many complete rebuild jobs and major engine overhauls were being worked on at all times, it was necessary to segregate the various departments into units and accordingly each branch of work now has its individual quarters, so that the engine shop, dope room and ship repairs are conducted as separate entities.

When a used ship is taken as part payment on the purchase price of a new one, the ship is immediately given a minute inspection and any defects completely eliminated so that when it is resold the reputation of Waco Sales of New York, Inc., is solidly behind it. If through some unforeseen development not readily discernable at the time of inspection, a mechanical defect arises, the entire resources of the service department are concentrated on remedying the situation without any additional charge to the customer.

Through the insistent request of customers who found inadequate airport facilities in Palm Beach, Florida, it was decided to lease an airport there to be operated as a year round unit. This branch was self-supporting and enjoyed the confidence of winter aviation vacationists from the four corners of the country.

On December 31, 1933, a complete check of records produced the statistics that from January 1, 1933, to January 1, 1934, 106 new and used airplanes were sold to customers, representing at least half the states in the union.

PLAINLY PERSONAL

A little announcement just received from the Middle West details the following news: "My name is Jill Wakeman . . . I'm here . . . I arrived on May 8, 1934 . . . My parents are Mr. and Mrs. Wm. Wakeman." Jill's mother is Ruth Kitchel Wakeman, of Coldwater, Mich., and Chicago, transport pilot. . . . Amelia Earhart has just returned from a short vacation. She flew her Lockheed to Tulsa, Okla., and then toured the Ozarks in a Ford. . . . Margaret Cooper sailed on May 28 on the Swedish-American liner *Gripsholm* on a short trip abroad. . . . Vera "Johnny" Johnson of San Francisco is reported on the sick-list. It seems she has been grounded to have her "landing-gear" overhauled. In other words she had had an operation on her feet which has put her flat on her back in a hospital more than a month. Communications will reach her if sent in care of Rita Geary, 1990 California Street, San Francisco. News from fellow pilots would probably help pass the weary hours.

AS CAROLINA FATHERS CHEER

Scratch a girl's yen for flying and you find her father's earnest desire to see her become a good pilot. That is if the daughter happens to be from the Carolinas—North or South. Or so it would seem from the stories of the 5 girls who fly in those parts.

Mary Nicholson, Gene Benson, Dorothy Speas and Louise Derby—North Carolina's total feminine flying population—and Leah Zeigler, South Carolina's lone woman pilot, are all, without exception, aided and abetted in their flying by their "dads."

Mary Nicholson, dean of the Carolina women fliers, writes, "I guess most girls would be fortunate if they had the family backing that I have for my flying." Last election year she did some campaign speaking for her father who was running for a local office. Her "candidate" always had her say something about flying before she urged the ladies to vote.

In 1927, Mary Nicholson took her first ride in an airplane and made her decision to learn to fly. No funds handicapped her until the summer of 1928, just after her 23rd birthday, when she agreed to jump parachutes in exchange for flying lessons, the jumps to advertise the Raven Rock Flying School in Portsmouth, Ohio. Then, with three jumps and 17 hours flying time, she returned to her home city, Greensboro, N. C., where she became stenographer and assistant in a doctor's office. All her nickels went into flying time and with 25 hours to her credit, she took and passed her private license test in October 1929. Early in 1930, she became bookkeeper, chart record librarian and medical stenographer at the Sternberger Children's Hospital, where she still works for her living, that living being spiced with her hours put in at the Winston Salem airport, where she has been flying passengers on Sunday since passing her L. C. test in May 1933. She is a charter member of 99 and governor of the Southeastern section. Mary was educated to be a



Left to right: Gene Benson, Mary Nicholson, Leah Zeigler and Dorothy Speas.

Louise Derby, sixteen-year-old North Carolina Private Pilot.



musician, having learned to play the piano and pipe organ. Her hobbies are taking and painting pictures of the airplanes belonging to her friends; and crocheting dresses. She made her fourth parachute jump at the Winston Salem field last September using an emergency 22-foot chute, sprained her ankle and is wondering if sprained ankles ever get well.

Gene Benson, also of Greensboro, N. C., like Mary, decided to learn to fly after her first flight. She wouldn't take a dare when her sister told her she didn't have nerve enough to fly. So she enrolled at the High Point Airport in September 1931. With time out for an operation for appendicitis, Gene successfully passed her private test in October 1932, meeting the raised requirement in May 1933. Her weekdays are spent as secretary and bookkeeper for her father, but on Sundays she may be found at the Winston Salem airport, where she too, is piling up hours for her transport license.

Gene and Mary put in quite a lot of flying time together. Several weeks ago, they hired the Taylor Cub and flew to Durham, taking pictures of Duke University and stopping for gas and a chat at the University of North Carolina. Then, they hired it again for a trip at Easter to visit Leah Zeigler, only licensed woman pilot of South Carolina, flying to Florence, S. C. On the way, they stopped at a small town in South Carolina for gas, landing on an uncompleted airport, with no telephone, gas tank, or hangar. Gene stayed on guard, keeping the natives and dogs from doing damage to the little flivver plane, while Mary hitch-hiked to town for gas. Gene says that every time a new person would join the group around the plane, one of the original members would point an awed finger and say, "There was two ladies come here in that airplane, and thar's one of 'em, right over thar." The remainder of the trip to Florence was uneventful. On the return trip, they tried a little town in North Carolina for gas, located the airport, again without facilities; with some difficulty, and Gene again stood guard while Mary walked to three gas stations, none of which had high test gas, finally hiring someone to take her to town, where she had to wait until church was out before she could buy any gas.

Third of the trio flying at the Winston Salem airport, is Dorothy Speas, who lives in Winston

Salem. Her first flight was made at night in August 1932, and she soloed in quick order, receiving her private license in January 1933 and completing her fifty hours for advanced private the first of July. Dorothy had three year's medicine at Vanderbilt University in Nashville. Her father, Dr. D. C. Speas, is one of the greatest boosters for flying. When Dorothy comes out to the field displaying scratches, we know she hasn't been in a crack-up, she has just been helping her father with some of his patients.

Last spring, Dorothy flew to Vanderbilt to attend the school dances, and while on a visit with her parents to Miami in January attended the Miami races, and was on the reception committee to greet Helen Richey and Frances Marsalis after their record-breaking endurance flight. Dorothy is a member of the Altrusa Club of Winston Salem, representing aviation. She joined the 99 Club as soon as she received her license.

Youngest North Carolina 99 is Louise Derby, of Fayetteville, who is just completing her first year at Meredith College, in Raleigh. On her sixteenth birthday, Louise was ready to take the test for private license, but had to wait a couple of months for the inspector's visit, in January 1933. She spends her Sundays at the Raleigh airport, where she is adding to her hours for a transport license. Besides her flying, Louise is an accomplished musician and artist. Her strongest inspiration toward flying is her dad, a contractor, who is seeing to it that his daughter makes her mark.

Leah Zeigler, only woman pilot in South Carolina has been a 99 for two years. She is completing her studies at the state university in Columbia this year and just loves math and things which cause most girls despair. In three of her classes she is the only girl, one of them being surveying. When she is at home, she goes hunting and fishing with her dad, who says she is a good little sport and a fine marksman. Her hobbies are tap dancing and building model airplanes, and her room at home is decorated with pictures of women flyers and her plane models. She likes to ride horseback, and one of the instructors at the field in Columbia allowed her to dismantle a motor, making her promise to take down and re-build one piece at a time.



"The Fun of It," by Amelia Earhart. Harcourt Brace & Co. New York. \$2.50.

With direct simplicity and a charming sense of humor Amelia Earhart has written this delightful

book about herself and her flying. Easily she talks about her early education, vagabonding, joy hopping, the exciting flight in the Friendship and how it came about, the hop from east to west coast in the little Moth plane bought from Mary Heath, and in the last chapter of all, the solo transatlantic flight. I have twice heard A. E. speak about this flight and still to read of it was most moving and thrilling.

Generous praise and credit are given other women flyers and an interesting chapter on the first women aeronauts is included. There are fine photographs.

The Fun of It is dedicated to the Ninety-Nines! Surely we should each own a copy.

"Sea Plane Solo," by Francis Chichester. Harcourt, Brace & Company, New York. \$2.50.

Mr. Chichester has written an exciting and vivid account of his difficult flight across the Tasman Sea from New Zealand to Australia. Having flown from London to Sydney in a little old Moth, he tried to secure money for a proper plane by taking up passengers. The possible passengers seeming dubious of his little plane made him so angry that he determined to vindicate its honor by using the Moth for the Tasman solo. So the plane was equipped with floats and Mr. Chichester himself learned seaplane flying. His course, from New Zealand to Norfolk Island, a tiny dot in mid ocean, thence to Lord Howe Island, another mere spot, and so to Sydney required marvellously accurate navigation. He was delayed at Norfolk Island awaiting favorable conditions for take-off from that difficult coast; at Howe Island his plane was overturned in the harbor by a hurricane. With scanty tools, aided by the entire population of the island—120 people—he spent 9 weeks repairing the plane and finally, triumphing over all difficulties, reached Australia. An informal style, unfailing sense of humor and true adventurous flying spirit makes the book most pleasant reading.

"This Flying Game," by R. W. Hambrook. Survey issued by Federal Office of Education, Dept of Interior, Washington, D. C.

Questions continually asked concerning opportunities in aviation are answered in this article. Among jobs for women are cited employment as pilots, flying instructors (women students), saleswomen at aviation schools (selling training courses), airport operators, airport managers and assistants, airport hostesses, miscellaneous airport positions, airline traffic representatives and managers, hostesses on air liners, air travel advisers (travel agencies), aircraft saleswomen, aeronautical promoters, aerial advertisers, interior decorators (cabin interiors), and factory workers (chiefly sewing of fabric covering on aircraft.)

This article is a useful reference when called on unexpectedly to talk to high school groups about aviation opportunities.

BLIND FLYING

By GORDON SILVA

Chief Instructor, Trunk Flying Service, Roosevelt Field, L. I.



Several good books on the subject of blind flight have been written to enable the student to understand the theory of instrument flying before practice in it is attempted. Books, such as the one by Ocker and Crane, should be carefully read and difficulties should be ironed out with the instructor before any flights are made. I am not going to try to enlarge upon anything these experts have written but simply try to show some of the reactions of the students I have instructed in this phase of flying.

Until a short time ago instrument flying was put into practice under adverse conditions by airline and mail pilots only. Today the smaller commercial companies and sportsmen pilots have found it necessary to consider it as their greatest aid to complete flights for business and pleasure under weather conditions that previously would have called for cancellations. This increase of interest has brought many pilots to schools equipped for this type of instruction. From their experiences it is possible to give an idea of what the newcomer may expect.

The difficulty experienced by most students is their reluctance to depend solely upon the instruments. The blind flying student is usually a licensed pilot who cannot believe that his senses can be replaced by an instrument. Therefore, despite what the dials say he uses his flying instinct and gets into trouble. The sooner he puts his faith in Pioneer, Sperry and Kollsman, the quicker he will advance in instrument flying ability.

In my experience at teaching both men and women I have found it takes the average male pilot about 3 hours to hold the ship on a straight and level course and to make gentle turns. I have had the pleasure of instructing 4 members of the New York section of the 99 Club in blind flying and their average time to accomplish this primary work was 1½ hours. Margaret Cooper, their national President, has been an especially apt student. In less than 11 hours she has attained proficiency in flying dead compass courses to a set destination besides making stalls and spins and their recoveries, blind take-offs and supervised landings.

Blind flight students have a tendency to work too hard in their first few hours of instruction. While every change in an instrument reading has value, too much effort to keep them correct will often cause over-controlling, loss of coordination and extreme fatigue. It should be remembered that the modern airplane has been designed with an eye to inherent stability. Bear this in mind when you

first get under the hood and let the plane do some of the work; proficiency and accuracy will come more quickly.

The action of a magnetic compass under the hood will surprise even experienced pilots. The northerly turning error, which to most pilots is just a phrase, turns out to be one of the hardest kinks to straighten out. Before a student attempts to fly a compass course blind, he should have his instructor explain fully the action of the compass and the reasons for this action.

If the student has never flown the type ship on which he is going to do his instrument work, he will find it helpful to fly it with the hood off for a short time so that he can learn the limitations of the ship as well as the instrument readings during different maneuvers.

When flying under the hood the student should feel that he is alone in the ship. If he makes mistakes, he should correct them himself. The safety pilot's job is to keep the ship out of harm's way; but since he won't be there when you suddenly run into fog when you are alone cross-country some day, it is best to feel that you alone are responsible for the ship's performance even when you are training.

Instrument flying has opened up a new field. Every week new instruments are being designed and tested to make flying safer. Keep up with these improvements, if possible in actual practice, at least in theory. Remember that it takes continual practice to keep your hand in. Whenever possible get under a hood and take a little time, you never can tell when it will make the difference between the repair shop and that Happy Landing.

FLYING NEWS

The Harmon international trophy of the International League of Aviators for women fliers for 1933 has been awarded to Mlle. Maryse Hiltz, France's goodwill ambassador, for her solo flight from Paris to Tokyo and back. . . . A national trophy was awarded to Anne Lindbergh.

Gliders are putting in a bid for a place in the air transportation sun. Joan Meakin, 23-year-old English girl, piloted the first glider towed by an airplane, train style across the English Channel in April. Then when on May 8 a Russian airplane picked a glider off the ground, being the first time this feat was successfully accomplished, there was still more "foreseeing" of air train developments. And on May 14 the new Soviet experimental train made up of a plane and three gliders, flew successfully for half an hour over Moscow suburbs. . . . American glider pilots, by the way, are preparing for their first national camp, to be held in the Big Meadows area of Shenandoah National Park, September 15-30. . . . The airplane sham battle staged

by Helen Boucher of France and Vera Von Bissing of Germany and Edith Clark of England, was witnessed by a half-million spectators at Vincennes, France.

The Marchesa Carina Negrone of Genoa, Italy, on May 5th established a new woman's altitude record for hydroplanes when she reached a height of 3.37 miles. The previous record was made by Mrs. Marion Eddy Conrad in October 1930 in a Kinner-powered Savoia-Marchetti at Port Washington, N. Y.

Myrtle Mims of the Mims Flying Service at United Airport, Burbank, Calif., recently flew her Stinson to Mexico on a business trip. . . . Madeline Johnson and Ruth Mohr of Atlanta flew to Louisville in the Johnson Fairchild-22 to attend the Kentucky Derby. They report only one forced landing, that being due to an electrical storm. . . . Mildred Rose, private pilot of Piedmont, Calif., is reported "somewhere over Mexico" where she is at present touring the airlines. . . . Erna Bach Anderson (Mrs. Leland "Happy" Anderson) is instructing students at Mills Field, San Francisco, in addition to initiating herself in the culinary arts. . . . Helen Hicks, 13-year-old former national golf champion recently took her first flying lesson at Roosevelt Field, New York, with Fred Williams doing the instructing. . . . Edna Gardner week-ended up to Newport, R. I., from Washington, D. C., in her J6-5 Aristocrat. This transport pilot of the U. S. Naval Hospital was recently presented to President and Mrs. Roosevelt as the Bureau of Medicine and Surgery's flying nurse at a garden party on the White House lawn.

IT'S RACING TIME

(Continued from page 4)

99's IN THE BAKERSFIELD MEET

Left to right (kneeling): Henrietta Lantz, Hilda Jarmuth, Esther Jones, Ardetta Cadwallader, Edna Crumrine, Melba Beard, Ethel Sheehy, Kay Van Doozer.

Left to right (standing): Peggy Vining, Elliotte Roberts, Gladys O'Donnell, Laurretta Schimmoler, Kay Case, Pansy Bowen, Dorothy Kinsman, Clema Granger, Esther Johnson, Peggy Gauslin.



COMING EVENTS

The Third Annual Annette Gipson All-Woman's Air Race is scheduled for Sunday, June 24, at Roosevelt Field, Mineola, L. I. It will be held over a closed course of about 40 miles. Cash prizes of \$500, \$200, \$100 and \$50 will be donated by Mrs. I. J. Fox, who is chairman of the contest committee. There will also be a trophy for the winner. Plans are being made for an all-woman's aerobatics contest with a silver cup as the prize. There will be no hangar rental charge and everything possible will be done to make the stay of the entrants in New York pleasant.

The 99er regrets the use, through a misunderstanding, of its insignia on the announcements, entry blanks and envelopes of the Annette Gipson race since this event is in no way sponsored by the magazine or the club as a group, although many members of 99 will enter the race and are cooperating actively as individuals to help put it over.

Some nice races are promised in Baltimore the first week in June and there will be an air meet in Albany, N. Y., on June 17, with at least one 99 competing at both places. There will be events for women pilots in a 2-day meet at Bishop Airport in Flint, Mich., on June 23 and 24.

The tentative itinerary for the 1934 Michigan Air Tour to take place July 22nd to 28th inclusive, schedules stops at 35 cities and towns throughout the state, starting and finishing at the state capital at Lansing.

It is the earnest hope that many women from other states will fly with us in the 1934 Michigan Air Tour. Any who are interested should get in touch with Alice C. Hirschman, '861 Edgemont Park, Grosse Pointe Park, Mich., for further information.

Attention 99'ers

HAVE YOU READ THIS MONTH'S ISSUE OF

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BREAD AND BUTTER AND AVIATION

The "lure of flying" caused Marguerite Green to resign a position as private secretary to the general sales and advertising manager of a large manufacturing corporation in Chicago, to accept a position in the Aeronautics Branch of the Department of Commerce.

Until that time (September 1929) she had never been in a plane, and the thrill of that first day on the new job with an aeroplane ride thrown in——! But it wasn't long until she was as much at home in a ship as she is in a car. She was soon promoted to the position of Chief Clerk in the Chicago office, which has supervision over the states of Illinois, Wisconsin, Minnesota, North and South Dakota and the upper peninsula of Michigan. The annual inspection of airplanes, licensing of pilots and mechanics and the investigation of aircraft accidents and violations in this district are all handled through this office.

Miss Green is not only a very important cog in the Department of Commerce office, but takes an active interest in flying also. She is a student pilot and has been especially active in connection with the Women's National Aeronautic Association. She was unanimously elected president of the Chicago unit this past year and the meetings under her leadership have been both interesting and instruc-

MARGUERITE GREEN,
chief clerk of the Chi-
cago office, Aeronautics
Branch of the Depart-
ment of Commerce.



tive. At present she is forming a Junior unit of some 150 high school girls, and was able to arrange for a special course in Meteorology and Navigation for members of the unit at the Aeronautical University in Chicago.

She secured permission for some of the members to visit the Radio Control Tower at the Municipal Airport, one of three of its kind in the United States. Gayle Pond, Chicago 99, one of those fortunate enough to have the opportunity to study the inner workings of this unique and fascinating system of air-traffic control, wrote a vivid account of it in the April issue of Popular Aviation.

The Chicago unit of the WNAA anticipates an active summer in Chicago with a second edition of the World's Fair in the offing, as well as the usual number of air meets, races, etc., and visiting pilots will be assured of a warm welcome and every possible assistance if they will look up Miss Green in her office in the Administration Building at Municipal Airport when they arrive.

According to newspaper accounts, Helen R. Johnson, who recently won her transport license, has been appointed manager of the Municipal Airport at Brownsville, Texas. . . . Nancy Harkness, transport of Houghton, Mich., recently went to work demonstrating Wacos for Bob Love at Boston Airport in East Boston. . . . Margaret Thomas, private pilot has joined the staff of Granville, Miller and De Lackner of Gee Bee aircraft at Springfield, Mass.

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ABOUT 99

New Members: Marian E. Cummings of Greenwich, Conn., who recently qualified for her transport; Mrs. John F. McManus of Brookline, Mass., and Laura Tucker Mitchell of Pawhuska, Okla.

Notice to Members: Erin Darden, Atlanta 99, has designed a tuckin blouse of tan broadcloth because she felt the club uniform jacket would be too warm for the summer months. It has the 99 insignia embroidered on the tie which may hang loose with the zipper front open if desired. It may have long or short sleeves. With the thought that other members may like to own such a blouse, arrangements have been made to fill orders for it. These should be mailed to Gladys O'Donnell, 3723 California Ave., Long Beach, Calif. The price of the blouse is \$3.00, including mailing cost. Fifty cents of this amount will be retained for the national treasury on each order.

99 SECTIONAL NEWS

New York-New Jersey

This section was delightfully entertained at a dinner party by Mrs. John H. Lapham, a local member, at her Park Avenue home. About 40—members and their guests—were present. Mrs. Lapham was ably assisted by her daughter Julie Lapham who is an amateur pilot and her husband, Col. John H. Lapham, who is a transport.

A dinner business meeting was held on May 16 at the Beaux Arts Apartments.

North Central

After all our "beefing" about nasty weather, the Michigan Chapter finally got a break on April 28, when Jeannette Lempke flew to Detroit in her Great Lakes from Bay City, picking up Margaret Horton in Flint on the way down, and Mabel Britton flew in from Ypsilanti, for our meeting at the home of Alice Hirschman. Gladys Hartung, Helen Lehtio, Faye Davies, and three guests completed the group who gathered for luncheon around a table over the center of which "flew" a model of Ruth Kitchel Wakeman's green and orange Travelair, with matching flowers on the table. . . . Dan Bergan, who has charge of servicing the parachutes of the 107th Observation Squadron of the Michigan National Guard, gave us a most instructive talk on "The Art of Bailing Out." He explained the structure of 'chutes, and their packing, as well as showing us the correct way to wear them, using little Joyce Hartung's sixteen foot 'chute to demonstrate.

The Michigan Chapter gathered in Bay City on May 19 for a delightful week-end outing in Alladin Park as guests of Jeannette Lempke. . . . Dr. W. G. Gamble, pathologist at the Mercy Hospital, Bay City, spoke on the *Innate Characteristics of a Flier*. . . . That evening we had a steak roast fit for a king, after which we went in to the Black Hawk in Bay City to view the floor show. Sunday morning we visited the State Park nearby, and expressed our "personalities" by rides on the merry-go-round, the miniature railway, and a visit to the penny arcade! Later, Mr. Speckman, owner of Alladin Park took us for a motor boat ride down the Kawkawlin River, during which several of us tried our hands at that type of piloting, but we found that none of us was ready to solo yet. . . . Our next meeting is to be in Coldwater, Mich., about June 16th, as the guests of Ruth Kitchel Wakeman.

Alice C. Hirschman.

The Ohio state meeting of April 21st in Cleveland turned out to be a very gala affair in spite of snow and later rain. . . . Alma-Arlene Davis' home was a cheerful spot with bouquets of roses and snap-dragons in every nook. . . . Mary Campana, Youngstown flier, was the first to arrive. For a while we thought she would be the only one from out of town, but to the rescue came Mary Von Mach, Margaret Horton and Faye L. Davies, who drove in from Detroit in their much talked about "Chevy." Immediately after them came Isabelle Chappell and Margaret Harper from Akron, and Florence Cochran from Canton. Our sectional governor, Mabel Britton then made her appearance, having flown down from Ypsilanti, Mich., with her husband. Gladys Hartung and Jeannette Lempke, in her little red home-made flying outfit, were the last to arrive. They had had quite a time trying to miss clouds on the way down from Bay City, Mich. . . . Mrs. Davis welcomed the guests, and Mrs. Britton gave a talk on the history and activities of the Club. . . . On Saturday night the Cleveland girls and their guests went for a swim and to dine and dance for supper.

With heavy heads and drooping eye-lids, (tell-tales of the late hours the Saturday night before) the girls in the Cleveland chapter met at Cole's airport, Sunday morning, May 20. . . . After making the round at Cole's looking at different types of airships and asking innumerable questions about them, we drove on to Euclid Avenue Airport. We were quite surprised to find the doors closed and not a soul there to speak to. . . . So off we went to Lake County Airport. Here we found everything wide-awake and Mr. Wall, the manager, showed us around the hangar, answered our questions, and even snapped pictures for us. He also told us the management was planning to build a small clubhouse for fliers, and that the 99's would be welcome to it. . . . Next, we went to Lost Nation, our newest suburban airport, and a very nice one too. (Another port for you Amelia Earhart hat contest girls to put on the list.) As the planes took off here, we had a gr-g-grand time choking from the dust they left behind. . . . Then Hazel Huntley took us out to her cottage to quench our thirst. She also made arrangements for us to have dinner at the Mentor Harbor Beach Yachting Club, of which she and her husband are members. In order to get to the clubhouse from Hazel's cottage, we had to row across several lagoons. (We just needed to ride on roller skates to complete the day.) . . . Immediately after the din-

(Continued on next page)



MICHIGAN CHAPTER MEETING

Left to right: Jeannette Lempke, Alice Hirschman, Faye Davies, Margaret Horton, Maud Hardy (student-pilot-guest), Mabel Britton, Gladys Hartung, Florence Swanson (student-pilot-guest), Helen Lehtio.



Katharine Sui Fun Cheung, Los Angeles 99 has been flying for nearly 3 years and is an excellent pilot. She is the only woman member of the Chinese Aeronautical Association, and plans some day to go back to China and organize a flying club in Shanghai.

Photo by Margery Brown.

ner, we had a short business meeting. It was decided that the Cleveland Chapter be known as the Ohio Chapter, and that now any girl pilot in the state may join our group. We will plan to have some of our meets at different points in Ohio in order to convenience our new members. The next meeting will be held on June 15, 7:30 P. M., at the home of Ann Barille, 3882 East 151st Street, Cleveland.

ANN BARILLE, for the Ohio Chapter.

Southwestern

Margaret Cooper, national president, visited us at our clubrooms at the last meeting. . . 99's of the Los Angeles Chapter gave her a luncheon at United Airport before she left for New York again. . . Gladys O'Donnell, Margaret Cooper, Esther Johnson, Esther Jones, Elliott Roberts and Clema Granger attended a dinner given by the National Aeronautic Association recently. They gave a talk about the Club and its activities and in turn were "taken for a ride" in the new Curtiss Condor. EDNA CRUMRINE.

At the regular monthly meeting of the Bay Cities Chapter, held Tuesday evening, May 1, at the Whitcomb Hotel, San Francisco, plans were gone over for the coming 99 dance to be held at the California Hall, San Francisco, May 19. Following the business meeting, Phyllis Penfield gave a talk on California's National Forests as related to Aviation, including the history of the Forest Patrol and experiences flying with her husband Tom in 1932 and



Adoree Neville—transport pilot and stunt flier, auto race driver and motor boat speedster—inaugurated this year's 99 wedding season when she was married to David Pentz—Los Angeles broker and English ex-officer at the Wee Kirk o' the Heather with all the trimmin's. One of the local 99's, Esther Jones, was a brides maid, and many of the 99's attended the wedding and reception held at the new home of the couple on Los Feliz Boulevard. That lovely gown the bride is wearing (in case you're interested) is made of white satin and lace, and the attendants are wearing organdie in pastel shades.

Photo by Acme.

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1933 when she accompanied him on some of his National Forest Fire Patrol flights in Northern California. . . At the close of the meeting Marian Trace handed over to Phyllis Penfield her work as publicity chairman of the Chapter, due to her coming departure on a business venture. The Bay Cities Chapter will miss Marian and her most capable and enthusiastic work and hopes her job will bring her back to San Francisco soon.

PHYLLIS PENFIELD, for Bay Cities Chapter.

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