



October

1936

NINETY-NINES - 1936 Annual Meeting - A beautiful breakfast was served to about fifty Ninety-Nines in the French Room of the Hotel Clark on Sunday morning, September 6, 1936. Following this, the 1936 Annual meeting was called to order with eighteen delegates present, representing seven Sections and the Members-at-Large, as follows: NEW ENGLAND - Nancy Love, Margaret Kimball; SOUTHEASTERN - Ruth Wakeman (Proxy); SOUTH CENTRAL - Una Goodwin; SOUTHWESTERN - Ethel Sheehy, Esther Johnson, Betty May Furman, Dorothy Ruether, Ruth Ruekert; NORTH CENTRAL - Jeannette Lompke, Jane Ray, Edith Lackner, Jean Barnhill; MIDDLE EASTERN - Genevieve Savage, Helen MacCloskey; NEW YORK-NEW JERSEY - Marjorie Ludwigsen, Amelia Earhart; MEMBERS-AT-LARGE - Clara Livingston. About thirty other members also attended.

Offers from several current magazines, such as the National Aeronautic Review, Sportswoman, Popular Aviation, were carefully considered, with the result that the delegates decided that the Club shall continue publishing the present monthly News Letter, as best fulfilling the needs and general spirit of such an organization as ours. Ruth Wakeman was appointed Editor by the president. All news items and contributions should be in her hands by the 20th of the month preceding date of issue, at 1516 Vancouver Avenue, Burlingame, California.

The delegates were definitely in favor of the Ninety-Nines cooperating in every way with the Women's National Aeronautic Association to establish a Scholarship Fund to assist women to secure wider opportunities in Aviation. Amelia Earhart was appointed chairman of a committee to further this project.

It was suggested that the Ninety-Nines offer a Trophy each year to the Champion woman pilot, to be selected by the N. A. A. on the same credit basis used for selecting the Champion man pilot. This was referred to the Air Race Committee for further consideration, with the recommendation that Women's organizations be contacted in an effort to raise money for prizes for women's flying events.

The National Officers for 1936-1937 were announced as follows: PRESIDENT - Mabel Britton; VICE-PRESIDENT - Clema Granger; SECRETARY - Alice H. Hammond; TREASURER - Dorothy George. The Executive Committee will be composed of the above officers and Amelia Earhart, Margaret Cooper, Gladys O'Donnell.

Box lunches were distributed by the Los Angeles Chapter to be enjoyed enroute to the airport. Sunday evening many members and their guests gathered at the Ninety-Nine dinner dance at the Beverly-Wilshire. Gladys O'Donnell made a splendid Toastmistress, introducing Lt. Commander Noville of the Byrd expeditions, speaker of the evening, and many other notables present.

WOMEN AT THE NATIONAL AIR RACES, 1936 - That women fliers made for themselves an enviable record during the 1936 Air Races may be evidenced by the following data: Flying a Wright-powered Beechcraft and accompanied by Blanch Noyes, Louise Thaden won the Bendix-trophy race from New York to Los Angeles. In addition, she also won \$2,500 for the best time made by a woman not accompanied by a man. Second place in the Bendix went to another woman, Laura Ingalls, who flew a Lockheed, and Amelia Earhart in her Lockheed Electra (flying laboratory) was fifth.

Jeannette Lempke was second in the Ruth Chatterton Derby with a total of only one point and a fraction behind the winner out of a possible 2,000 points. Clara Livingston was among the first ten in a field of 36, getting eighth place.

In the Amelia Earhart trophy race, Betty Browning in a Warner-powered Cessna placed first, followed by Gladys O'Donnell in a Ryan S. T., second, Genevieve Savage, third in a Ryan S. T., Jeannette Lempke fourth, in a Warner Davis and Nancy Love, fifth in a Jacobs Beechcraft.

RECORDS - Unofficial world's altitude record for light planes was set by Irene Crum, 23 years old, of Huntington, W. Va., when she climbed to 19,800 feet. The official record was 18,448 feet made by Helen Ritchie of McKeesport, Pa.

OUR NEWS LETTER CONTINUES - By unanimous vote of the delegates at the annual meeting of the Ninety-Nines, the decision was made to continue the 99 News Letter for the present year. Ruth Wakeman, 1516 Vancouver Avenue, Burlingame, California, has consented to act as Editor, choosing her own assistants. Please send news items and articles to her at the above address. The closing date remains the 20th of each month.

The President and Secretary are appreciative of the fine cooperation of Sectional officers, reporters, and members in furnishing news for the Bulletin during the last eight months. Please give the same assistance to the new Editor. Remember, the News Letter is yours, and will reflect your opinions and ideas.

Mabel Britton
President

IDEAS WANTED - As our President, Mabel Britton, has said, the News Letter is yours and we welcome any suggestions or criticisms. It is my desire to give you what you want, so please let me hear from you as to the type of articles, features, etc., you most enjoy.

Due to the fact that the editorship of the Bulletin has changed hands, and that the first issue follows so closely on the heels of the National Air Races, a considerable amount of section news has not come in, but beginning with the next issue we will strive to give you the interesting, informative News Letter we have heretofore had. - Editor

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NEWS FROM THE SECTIONS

NORTH CENTRAL SECTION - Chicago Chapter - Chicago's Rod-air-o, staged by the Chicago Girls' Flying Club and the Chicago 99's was the only important aviation event in that metropolis this year, and the city showed its appreciation by attending 10,000 strong. The girls are deserving of a great deal of credit, inasmuch as not even a wing tip was scratched.

The opening event was scheduled as "The First Round-up." The women took off from Curtiss and flew to the Edward sanatorium in Naperville. There they circled the buildings and dropped small parachutes to the patients on which were attached small pieces of paper carrying cheerful greetings. The winner of this event was Marg McCormick.

Other events on the program were a short cross-country race from Joliet, bomb dropping contests, spot landings, aerobatics, a relay race and a demonstration of a flight test such as all pilots undergo before a Department of Commerce inspector in order that they may receive their licenses.

The girls who participated were: Mrs. Mabel Wilson, owner and operator of the Wilson airport; Jane Ray, Dorothy Ring, Eleanor Domack, Helen Colton, Emma Sprague, Doris Langher, who when not flying her own plane is putting in long hours in the offices of United Air Lines; Alice Ademic, who recently bought her own ship; Helen Budwash and Jane Meyer.

Jane Meyer - Reporter

Southern Ohio Chapter - Ione Coppedge spent her vacation at Lake Placid, N. Y., where she soloed a Seaplane, and later motored on to Quebec for a brief stay with friends. . . . Elizabeth Meyer, Cincinnati, flew her Porterfield to Dallas to the Texas centennial, taking another girl as a passenger. . . . Bernice Batten is the hostess and assistant manager of the Moore Flying Service at the Dayton Municipal Airport. She is a transport pilot and her duties also include passenger hopping, cross-country and student instruction. She recently soloed her first student. . . . Ernestine Breisch of Dayton (Mrs. Powell) has done very little flying since she sold her plane. Being a successful attorney, a member of the Press Club and an active member of the Little Theatre Group, leaves very little time for solo hours. . . . Erin Dardin, Cincinnati, and Manila Davis Talley were recent cash prize winners in a nation-wide radio contest.

Edith Lackner, Manila Davis Talley and Ione Coppedge were invited by the Junior Chamber of Commerce in Cincinnati to serve on the reception committee for the Ruth Chatterton Derby, representing the 99's. The contestants checked in at Cincinnati as a control stop, and were guests at a luncheon at Marie-Mont tea room while the planes were being serviced. Before the planes landed, WLW radio station went on the air and Lackner, Davis and Coppedge broadcast over short wave hook-up. After the departure of the last plane, Edith Lackner gave a cocktail party at the private bar in her home for her guests, followed by dinner. . . . Keturah Brenner, Dayton, recently flew a Stinson to New York and return as her first cross-country check flight. . . . Edith Lackner attended the National Air Races as a delegate for 99's.

Manila Davis Talley - Reporter

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NEW YORK-NEW JERSEY - Amy Andrews received her Radio Telephone Operator's license. . . . H. Lucille Boudreau completed the course in First Aid and received the certificate from the American Red Cross. . . Much to the great pleasure of the 99's, Louise Thaden and Blanche Noyes, chapter members, stepped out and from a field of 9 entrants, both men and women pilots, won the Bendix-Transcontinental race. Laura Ingalls came into Los Angeles as the second prize winner. Two male entrants arrived in 3rd and 4th place, leaving Amelia Earhart and Helen Richey to pick up the \$500 prize for 5th place.

A 99er luncheon at Floyd Bennett Airport preceded the start of the Bendix race. Those present included Amelia Earhart, Helen Richey, Amy Andrews, Peggy Remey, Betty Gillies and Alma Harwood. Amy Andrews flew in in her Stinson and Peggy Remey arrived in her Fairchild. . . . Teddy Kenyon entertained at luncheon at the Aviation Country Club in honor of Bobby Terry from Sydney, Australia. Guests included Peggy Remey, Betty Gillies and Alma Harwood. . . Alma Harwood entertained luncheon guests at the Westchester Country Club. Among those present were Ruth Nichols, Teddy Kenyon, Fay Gillies, Dorothy Herbert and Margot Tanner.

Mrs. Beryl Markham, the English pilot, who landed in a Cape Breton bog after flying alone across the North Atlantic, was presented with a bouquet of roses upon her arrival in New York City. . . . The monthly business meeting was held at Peggy Remey's home. The officers elected for the coming year were: Margaret Cooper, Governor; Amy Andrews, Treasurer; Betty Duncan, Secretary; Novetah Holmes Davenport, Publicity; H. Lucille Boudreau, Chairman Membership; H. Lucille Boudreau, Sectional Reporter. . . . We were pleased to have with us at the business meeting Mrs. Jackie Cochran Odum, who was one of the American entrants in the Robertson London-Australian Race.

H. Lucille Boudreau - Reporter

SOUTHWEST SECTION - The Southwest Section, Los Angeles Chapter, is very happy indeed to have had the pleasure and privilege of meeting and entertaining our fellow 99ers and sincerely wishes to thank each and every one of the members and their individual sections and chapter who made it possible to have such a splendid turn out at the National Meeting. It was a grand way to become better acquainted and meet old-time friends again. Here's hoping they get bigger and better as we go along!

99's can readily be proud of the achievement of its members this year. Give women an opportunity to display their ability and lo' and behold! Oh well, being la femme myself, it wouldn't be nice to go into much detail, but the rest of us certainly are thrilled to know these grand girls and winners.

At the Annual Section Meeting, after a dinner Saturday night at the Hotel Clark, Southwest Section officers were elected and are as follows: Harriett Isaacson of San Francisco, Governor; Hilda Jarmuth of Los Angeles, Vice-Governor; Marjorie Hook of San Francisco, Secretary; Peggy Vining of Coalinga, Treasurer.

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The Aviation parade started the National Air Races off with a bang! 99's were honored by having three of its members invited to ride on the float of the EARLY BIRDS, who had a single-seater Mason monoplane, 1914 model, and at the left wing rode Ardette Cadwallader Mottern, at the right wing was Grace Cooper Scott, and in the cockpit rode Hilda Jarmuth. All were dressed in 99 White Uniforms with white helmet and goggles. To uphold the float's tradition were Mr. Olivier, a California Early Bird and Mr. Joe Blondin, an Early Bird from New York, both wearing the black and white checkered cap to distinguish them from the modern fledglings. Mr. Blondin, by the way, was the first man ever to ascend into the sky in a lighter-than-air balloon in 1909.

The Dinner Dance on Sunday evening given by the 99's at the Beverly-Wilshire Hotel was enjoyed by 140 guests, and among the honored notables were: Commander Noville, Milo Burcham, Mrs. Michel Detroyat, Mrs. Hazel Reavis, president W. N. A. A. of Denver, besides other luminaries in aviation circles. Gladys O'Donnell presided as charming mistress of ceremonies, and in that inimitable way of hers, led the program to a happy ending.

At the September meeting of the Los Angeles Chapter, we were entertained by our honored guest, Mr. Buron Fitts, District Attorney, who gave us some interesting and educational highlights on (as the Canadian Mounties would say) "How to Get Your Man."

Better late than never is a good old proverb. Anyhow, so we felt about it, and as a result Ardette Cadwallader, who has become Mrs. Jerry Mottern some few months back, was presented with a little remembrance gift from the Chapter. (I wonder if husband Jerry had something to do with it). The bright shiny cast aluminum pans ought to give out some mighty good cookin's.

Hilda Jarmuth - Reporter

NEW ENGLAND SECTION - Daisy Kirkpatrick, of Swampscott, is the new governor of the New England section. She has recently returned from a trip abroad where she and her husband toured England, France, and Germany in a Hornet Moth. They hob-nobbed with many flying people of interest. Daisy particularly got quite a thrill doing acrobatics in the Moth, since parachutes were noticeable by their absence. They crossed on the Normandie and one of the high spots of their trip was a visit to the gliding centers in Germany. . . . Jean Adams, who has been doing quite a little flying in Europe, is due back shortly. . . . Margaret Kimball is returning from Los Angeles with Bob and Nancy Love after a look-see at the National Air Races. Nancy distinguished herself by coming in the money in the Amelia Earhart Trophy Race. . . . Dolly Bernson, second in last year's Amelia Earhart Race, has gone farming in a big way, and is now picking apples from her four hundred apple trees in Lincoln, Massachusetts. Apples and Doberman Pinschers seem to be the big order of the day out at Fox Ridge Farm. She anticipates more fun yet when she clears a plot as a landing field for the Bird. Not many of us have the opportunity for a back-yard airport.

Margaret Kimball, Reporter

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STARTING NEW FEATURE - Beginning next month in the November issue, we will start a series of short features on WHY I LEARNED TO FLY. I believe the question most often asked of me is, "How did you happen to take up flying?" so perhaps your reasons for learning to fly will interest others. Please send in your stories as early as possible.

Ruth Wakeman
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