



April

1936

THE NINETY-NINES, national organization of licensed women pilots is entering its seventh year. Our name was taken from the number of women licensed pilots, 99, forming the organization in December, 1929. There are now more than 400 women licensed pilots in the United States and the Club is growing accordingly.

For purposes of administration the country is divided into eight Sections with Governors at the head of each and Chapters within the Sections. Chapters hold monthly meetings and various aviation activities are carried on for the benefit and pleasure of members. One Section owns a plane, lessening the expense of flying time to members; another is sponsoring courses in meteorology and navigation; a third has put on successful air-meets, and so on. The purpose of the Ninety-Nines is furthering the best interests of women in aviation and promoting good fellowship among those of us who fly.

All women licensed pilots are eligible for membership as well as student pilots with ten hours' solo who may come in as Juniors. If you are not already a member I take this opportunity to invite you to join our organization. Make application to the Governor of the Section in which you reside (Governors listed on last page) or write the Secretary for further information.

To all women pilots--good wishes for safe and happy flying.

Mabel Britton
President, Ninety-Nines

RECORDS: The altitude record made by Ione Coppedge February 11th is now official. The barograph calibration was 15,253 ft. Bravo, Ione!

RADIO TELEPHONE OPERATOR LICENSES: Information came too late last month to list Harriet Isaccson among the 99 members holding the above license.

NOTE: When the radiotelephone operator license, third class, is endorsed showing proficiency in the International code at a speed of fifteen words per minute such license will also be valid for the operation of aircraft stations using type A-1, A-2, or A-3 emission.

AIRWAY TRAFFIC CONTROL: The Inter-Airline safety agreement approved by the Bureau of Air Commerce affecting the Newark, N. J. area, which went into effect March 15, 1936, supersedes the previous agreement and includes the following regulations important to all pilots:

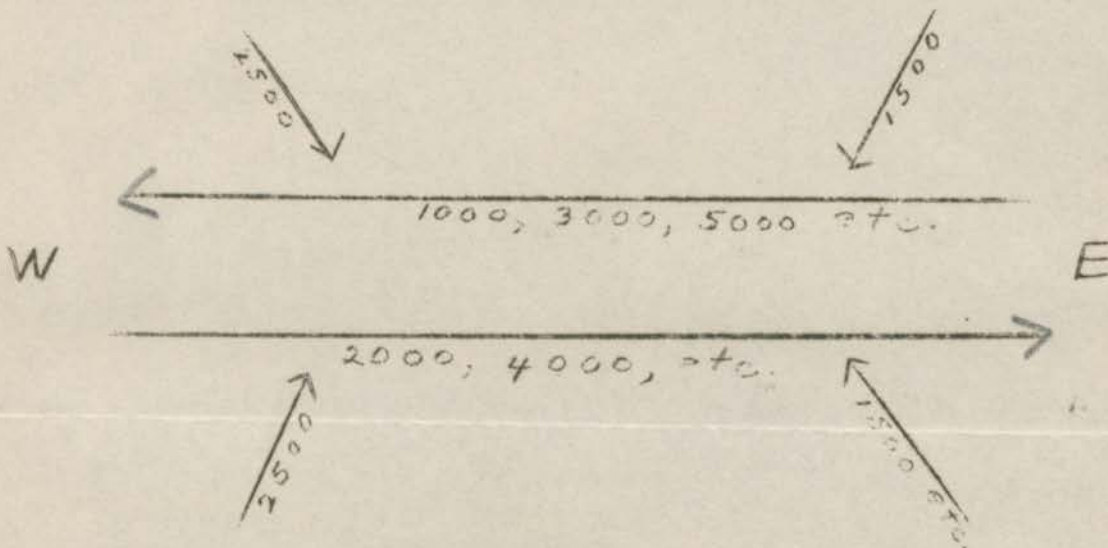
Any pilot before departing on a flight for any purpose must first give to the Airport Control Tower and to the Airway Traffic Control office a flight plan to include: altitude, estimated flying time to destination, type of equipment.

Immediately after departure of an airplane for Newark, the dispatch should be forwarded to Airway Traffic Control office, including: time of departure, proposed cruising altitude, type of equipment, estimated flying time.

(Any easterly flight (making good a true course of from zero to 179 degrees) along an established airway shall fly at an altitude of even thousands of feet above sea-level.

(Any westerly flight (making good a true course of from 180 to 359 degrees) along an established airway shall fly at an altitude of odd thousands of feet above sea-level.

(Flights crossing an established straight line airway shall assume an altitude 500 feet above the altitude (as prescribed in paragraphs above) at which they have approached the airway to be crossed.



Flights crossing an established airway must cross at an angle of not less than 45 degrees to the direction of the straight line airway.

Note: These regulations will undoubtedly be in effect soon on all major airlines. It would seem they apply to all pilots.

ADOREE NEVILLE, lovely transport member, who came to Hollywood from Portland, Oregon, has left us, after a severe case of pneumonia. Her ready smile and cheerful hand clasp will be missed by her associates in the many air tours on which she was an enthusiastic participant during the past several years.

With permission from the poet, Frank C. Tillson, we print the following beautiful poem, dedicated to all the Airmen and Airwomen of Today and Tomorrow:

Pilot's Prayer

"Grant this; that when it is my time to go,
I may go bravely, facing to the west,
On man-made wings into the afterglow
Of sunset, smiling, to a moment's rest;
Before I start on new and untried flight
Beyond the peaks where bright adventures call,
Past moon, and stars, and blackness of the night,
And swirls of light where vagrant comets fall.

"Then come what may, I do not ask for peace
Like sheltered folk who dwell upon the plain,
Let me ride the lightning where the thunders cease;
Feel rush of winds upon my face again;
Let Danger ride the cockpit there with me,
A laughing comrade for a spirit free."

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BLIND FLYING: A year ago I signed up for ten hours "under the hood". To see what I could do flying blind intrigued me. At the time I had no idea how it would affect my flying; whether I would like it or if it was worth the money. After starting, however, it did not take me long to find out what a poor flyer I was. At the end of the second lesson I admitted to myself my need of training in instrument flying to give me a finer tecnic of control, also I realized I was experiencing by far the most enjoyable sport that I ever participated in. Every second was intensely interesting.

20 to 35 hours under the hood are necessary to master instrument and radio flying though much less time can be put in with very satisfactory results. Joe Plosser, who had the first blind flying equipment in southern California, says he has trained 80 students (7 were women) and that he has found the average pilot gets valuable training in 15 hours divided thus: 7 hours instrument flying under the hood, 8 hours instrument flying combined with radio beam work. After 15 hours the student knows what he is trying to do and can spend future practice time to much better advantage. Radio problems can be worked during solo flying (provided ship is equipped) when no hood or safety pilot are available.

Seven flight instruments are necessary: 1. Turn and Bank, 2. Rate of Climb, 3. Air Speed, 4. Altimeter, 5. Directional Gyro, 6. Sperry Horizon, 7. Magnetic Compass. The first three are rate instruments, the last four position instruments. To anyone contemplating taking blind flying instruction I heartily recommend the purchase of "Instrument Flying by Howard Stark, 21 Roosevelt Avenue, Poughkeepsie, N. Y. Start at home to learn the 1-2-3- order.

While proficiency in instrument and radio flying is required of the scheduled airline transport pilot, it is worth while to the private flyer, too, as it leads to safety, more perfect control of airplane and elevates one above the fair weather pilot class. Those of us who must have something to work for can hope that by the time we have finished our course the Department of Commerce will have decided to issue some kind of license to any pilot who passes the test. In most sections of the country it is possible to get a specialist in instrument flying from the D. of C. to ride with a pilot and state whether he would qualify for S. A. T. rating if he could meet the three other requirements.

Requirements for S. A. T. Rating: 1. Transport license with proper authority. 2. 1200 hours' certified time within last 8 years, of which 500 has been cross country. 3. 75 solo hours' night flying of which 50% shall have been over lighted airways. 4. Pass test in instrument and radio flying.

While most of us fly for the pure fun we get out of seeing the beautiful scenery and the good it does our ego, many girls are trying to improve their flying. Work under the hood will be a great help to them.

Elizabeth Hayward, Pasadena
Pilot 12046

PRIZE AWARD FOR INTERNATIONAL RECORD: Endless Caverns Corp., Endless Caverns, Virginia, offers a prize of \$200 for an international record for women to be completed at New Market, Virginia, on Endless Caverns Airport in April or May as follows:

Altitude, single-seaters, weighing empty less than 441 lb.; or
Airline Distance, single-seaters, weighing empty less than 441 lb.;
Airline Distance, multi-seaters, weighing empty less than 617 lb.

Applications to Endless Caverns, Inc., should contain the following information: type, model and make of aircraft and motor; proposed starting point; name, address and license number of aircraft; name of passenger if in third category trial; approximate preferable date of flight; official logged solo time of applicant pilot. Inquiries regarding rules and prior records should be sent to N. A. A., Washington, D. C.

NEWS FROM THE SECTIONS

SOUTHWESTERN - Los Angeles Chapter - At the February meeting, several interesting talks were enjoyed by the members, among which was a description of the numerous tests required to perfect a modern airplane engine by Mr. Bodecker of Wright Aeronautical Corp.; an invitation to fly over our scenic national parks by Mr. Higginbottom of the National Parks Airways; and Col. Arthur Goebel contrasted the highlights of skywriting with his experiences 57 feet below sea level in a modern submarine.

Bessie Owen, Santa Barbara 99, has landed in Belgium, and is making a leisurely tour of Europe in her Cabin Waco. . . Elvy Kalep, 99er from Esthonia, one of the Baltic States, is making an extended visit in California.

- Hilda Jarmuth - Sectional Reporter

Bay Cities Chapter: The chapter celebrated its fourth birthday at the March meeting at the home of Ruth Wakeman, Chapter Chairman, with a birthday cake, and a box of candy, gift of Ruth Rueckert. Maxine Fuller was elected secretary, and Marjorie Hook, treasurer, to finish the term of Kay Nidick, resigned. The long-planned "winging party" to Modesto was set for March 21st. Five ships and twice as many girls had already signed up. The next meeting will be Tuesday evening, April 7th, at 8 P. M. at the Hotel Whitcomb. Mr. Franklin McConkey of the Sperry Gyroscope Co., is scheduled to give an illustrated talk on the Sperry Automatic Pilot.

Janet Knight made a five-day aerial trip with a student recently, starting from San Francisco, and making stops at Los Angeles, Kingman, Ariz., Grand Canyon, Salt Lake, Reno, and back. Janet installed an auxiliary gas tank in the belly of her Fleet, as refueling stops are few and far between in that part of the country. . . Dolores Guinther took delivery March 1st of a 7 place Wasp Travelair to add to her fleet of three open Travelairs she is now using in her school. . . Marjorie Hook and Maud Miller received a big welcome when they flew their Fleet to Angels' Camp recently.

- Dolores Guinther, Chapter Reporter

MIDDLE EASTERN - Peggy Haynes, Dot Leh, Lillian Metcalf, Lydia Clement, Mary Tillotson, Beatrice Hymen, and Harriett Sackett were guests of Peggy Haynes in Ardmore, Pa., for the February meeting. An effort is being made by this Section to obtain new members, and a strenuous membership campaign is under way, under the direction of Johanna Busse, Membership Chairman.

- Helen Clegg Zeth, Sectional Reporter

NORTH CENTRAL SECTION- Illinois Chapter - As a stimulus to the further activity of the Illinois Chapter, Jane Ray, Chairman, has inaugurated a trophy contest which started February 13th, and ends at the June meeting. The trophy will be awarded the member who has the highest number of points, awarded for the following activities: Junior members obtaining licenses, active members acquiring a higher grade of license, flying time per half hour, addressing groups on aviation, writing stories and articles on aviation, obtaining a radio license, buying a ship, soloing a glider, etc.

Congratulations to Jane Ray, Chairman of the Illinois Chapter, on her appointment as Inspector of the Illinois Aeronautics Commission! Jane is the only woman pilot in Illinois ever to receive this honorary appointment.

- Jane Meyer, Chapter Reporter

Michigan Chapter - Members of the Michigan Chapter and their guests enjoyed the second of Prof. Higgins' splendid lectures on Meteorology at their regular meeting March 1st. The third and last lecture on this subject will be given Sunday, March 29th, and will be followed by two lectures on Navigation on the first Sundays in May and June at the Detroit City Airport.

Everyone will be happy to know that Dr. Harry Britton, husband of our president, Mabel Britton, has fully recovered from injuries received in a serious automobile accident several weeks ago. . . Faye Davies Kirk, Michigan Chapter Chairman, is recuperating from a serious operation. . . Edith Foltz Stearns is accompanying her husband on a business trip through the southern and western states, which will not bring them back to Detroit until the end of August.

Ohio - Ninety-Nines living in the southern part of Ohio met at the Biltmore Hotel in Dayton on Saturday, March 21st. They were Manila Davis Talley, Mrs. Erin Darden, Ernestine Breish, Edith Lackner, Ione Coppedge, and Elizabeth Meyer, who flew from Cincinnati in her Porterfield. Three student pilots were guests, namely, Keturah Brenner, Mary Belden, and Ida Gaver. The latter two are students at Ohio State University, where there is quite an active group of girl student pilots. Edith Lackner is arranging the next Ohio meeting for the first week in May at the Alms Hotel in Cincinnati.

Manila Davis Talley plans to go to Boston the latter part of April for some special work on a Liszt Concerto with one of the members of the Boston Symphony Orchestra.

- Ione Coppedge, Ohio Reporter

Sectional Meeting - The North Central Section will meet in Chicago the week end of April 18-19, as guests of the Illinois Chapter.

NORTHWESTERN - Seattle Chapter - The Seattle Chapter in collaboration with the Army Air Corps Reserve Officers had a dance Friday, March 13, at the Army Hangar at Boeing Field, which was decorated in a St. Patrick's Day motif.

Mildred Filz, the only girl in Seattle studying instrument flying, gave a talk to the local chapter of the W. N. A. A. on that subject. . . Gladys Vickers, Chapter Chairman, is really Mrs. Edward Crooks, having been married since last summer. Her Transport pilot husband operates a Rearwin Junior training ship at Boeing Field. . . The Seattle women pilots were guests of Emma Edwards Leavenworth at a theater solo party recently. . . Gladys Vickers Crooks was the first of three Seattle members to be interviewed on the radio in a series of broadcasts on Women's Flying. . . She also spoke before the Y. W. C. A. Business Girls' Club on "Business Opportunities for Women in Aviation," and discovered at least two girls who plan to take up flying within the month. . . The Seattle girls are planning a series of breakfast flights in the near future, taking off from Boeing Field at 7 A. M., flying to a nearby town for breakfast, and returning about 10 o'clock.

Spokane Women's Airshow - The Associated Women Pilots of Spokane are having a Women's Airshow, the first of its kind in that part of the country, at Spokane June 27-28. Those interested should write to Alma Heflin, 4804 N. Altamont Street, Spokane, Washington.

- Gladys V. Crooks, Chapter Chairman

SOUTHEASTERN - Zoe Harley, Ruth Stilson, Mary Nicholson and Clayton Patterson went to Morganton March 15th for the Carolina Aero Club Air Meet. . . Charlotte Frye entertained Clayton Patterson in Griffin, Ga., when Clayton was on the way home from the Mardi Gras. Plans were made for a meeting in Charlotte in April.

- Clayton Patterson, Governor

MEMBER-AT-LARGE - Mrs. F. M. Terry, member in Sydney, Australia, recently flew all over New Guinea. She did not pilot herself on this trip, as women pilots are unknown in the Territory, and she said there was no flying there for pleasure. March 4th, Mrs. Terry flew from Sydney to Singapore to board a steamer for England. She plans to return to Australia via the United States, and will be in this country sometime in August.

IDENTIFICATION BRACELETS with the official Ninety-Nine insigne may be obtained from Alice Hirschman, Secretary, as follows: With sterling silver tag and emblem, and chromium bracelet, \$1.50 without the movable propeller, and \$2.00 with the movable propeller; the same thing with a sterling silver bracelet is \$3.00 without the propeller, and \$3.50 with the propeller.

OFFICERS - 99 CLUB

President - Mabel Britton, 408 Forest Avenue, Ypsilanti, Michigan
Vice-President - Clema Granger, General Delivery, Palm Springs,
California
Secretary - Alice Hirschman, 861 Edgemont Park, Grosse Pointe, Mich.
Treasurer - Marjorie Ludwigsen, 4 Irving Place, New York City
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NORTHWEST SECTION - Washington, Oregon, Montana, Wyoming, North
Dakota, South Dakota, Idaho.

Governor - Cora Sterling, 207 County-City Bldg., Seattle, Wash.
Acting-Governor - Mildred Firz, 2913 Washington St., Seattle, Wash.
Chairman, Seattle Chapter - Gladys V. Crooks, 1756 Spokane St.,
Seattle, Wash.

SOUTHWEST SECTION - California, Arizona, Nevada, Utah.

Governor - Ethel Sheehy, Arrow & Linden Sts., Fontana, Calif.
Chairman, Los Angeles Chapter - Gladys O'Donnell, 1761 E. First St.,
Long Beach, Calif.
Chairman, Bay Cities Chapter - Ruth Wakeman, 1516 Vancouver Ave.,
Burlingame, Calif.

SOUTH CENTRAL SECTION - Colorado, New Mexico, Texas, Oklahoma,
Kansas, Arkansas, Nebraska, Louisiana.
Governor - Dorothy McBirney, 304 McBirney Bldg., Tulsa, Okla.

NORTH CENTRAL SECTION - Minnesota, Iowa, Missouri, Illinois, Wis-
consin, Michigan, Indiana, Ohio, Ken-
tucky.

Governor - Jeannette Lempke, 706½ 5th Ave., Apt. 2, Bay City, Mich.
Chairman, Michigan Chapter - Faye Davies Kirk, 16125 Indiana Ave.,
Detroit, Michigan.
Chairman, Illinois Chapter - Jane Ray, 1015 Rush St., C/o Fenton,
Chicago, Ill.

SOUTHEASTERN SECTION - Tennessee, Mississippi, Alabama, Florida,
Georgia, South Carolina, North Carolina.
Governor - Clayton Patterson, 814 East Blvd., Charlotte, N. Car.

MIDDLE EASTERN SECTION - Pennsylvania, West Virginia, Virginia,
Maryland, Delaware, District of Colum-
bia.
Governor - Harriett Sackett, 1610 16th St., N. W., Washington, D. C.

NEW YORK - NEW JERSEY SECTION - New York State, New Jersey.
Governor - Margaret Remey, 101 E. 75th Street, New York City, N. Y.

NEW ENGLAND SECTION - Maine, New Hampshire, Vermont, Massachu-
setts, Connecticut, Rhode Island.
Governor - Barbara Southgate, Box 99, Framingham, Mass.