



September

1936

NINETY-NINES ANNUAL MEETING will be held Sunday morning, September 6th, at 10 o'clock sharp, at the HOTEL CLARK, Los Angeles. Every member is welcome to attend this meeting and to take part in the discussion, but only bona fide delegates may vote on such matters as may come before the meeting. It is important that every Ninety-Nine register at headquarters, 99 booth, Lobby, Hotel Clark, immediately upon arrival. If you cannot come in personally, please call the Clark Hotel, Michigan 4121.

COMING EVENTS: National Air Races, Los Angeles, September 4-7. Women's Race, Saturday, September 5 - Handicap Race open to C licensed ships with motors of 800-cubic-inch displacement or less, maximum speed not to exceed 175 m.p.h. - Purse, \$1500.

Michigan Air Races will be held September 19-20 at the Wayne County Airport at Detroit, Michigan, under the auspices of the Detroit Times.

A Women's Race will take place on one of these dates for ATC ships of 800 cu. in. displacement or less, sponsored by the Michigan Chapter of the Ninety-Nines. It will be a 20 mile handicap race, 4 laps around a 5 mile course, with a total of \$600.00 in prize money, to be divided as follows: 1st - \$270.00; 2nd - \$150.00; 3rd - \$90.00; 4th - \$60.00; 5th - \$30.00. All licensed women pilots are invited to participate, and those interested in racing should write to Mr. H. S. Walesby, The Detroit Times, Detroit, Michigan, for further information and entry blanks. This is an N.A.A. sanctioned meet.

American Legion Convention, Cleveland, September 20-24. Eddie Rickenbacker is interested in having as many of the women flyers of the country attend as possible. 99ers interested in participating, please contact Alma Arlene Davis, 13410 Lake Avenue, Cleveland, Chairman for the 99's in this project.

Paris-Saigon-Hanoi Air Race, October 25th. If any American women flyers plan to enter this race, please let us know.

LICENSE RATINGS: Florence Boswell, Cleveland, LC to Transport.

RADIO TELEPHONE OPERATOR'S LICENSE, THIRD CLASS: Dorothy Pressler, Oklahoma City.

THE NEW ADVANCED LINK TRAINER, developed by the Link Aviation Devices, Inc., of Binghamton, N. Y., for training in Instrument and Radio Beam flying, makes it possible to train pilots in instrument flying, orientation problems, instrument approaches and blind landings. The Advanced Trainer has all the known equipment for Instrument flying and Radio Beam navigation, which is as follows:

Bank and Turn Indicator, Air Speed Indicator, Rate of Climb Indicator, Magnetic Compass, Sensitive Altimeter, Directional Gyro, Radio Compass, Artificial Horizon, Two-Way Radio Phone Communication, Radio Marker Beacon (Visual and Aural) and the Throttle. The instruments make it possible to simulate all the various problems encountered in learning this type of aerial navigation, including instrument take-offs, and landings, stalls, spins, radio beam flying, and orientation problems under conditions identical with those encountered in an airplane. The Automatic Recorder traces the exact course taken by the Trainer, enabling the student to observe each problem and discuss his mistakes and methods of correction with the instructor at the end of each lesson.

EMERGENCY LANDINGS:

I was hopping passengers as usual one Sunday afternoon, using my Waco F. On the floor of the front cockpit is a metal plate that covers the space where the controls are fastened when the duals are in. A young boy I knew came over and asked to go up for some acrobatics. I agreed, so he climbed in and we took off. When I had reached 3000 ft., I did a split S, and then started into a loop. But when I tried to level the ship out, I found to my horror that the controls were apparently jammed! With a hard pull, I managed miraculously to level out, and hurriedly started for terra firma. Upon landing, I told "Marsh" O'Neil, the instructor at the field, that something was wrong with the controls,--that I had had trouble in bringing the ship out of the loop. "Maybe my foot was in the way," said the boy. "There was a hole in the floor of the plane, and I put my foot in there to brace myself."

- - Mabel Wilson

My first forced landing was under rather embarrassing circumstances. I was to be given my first chance at navigating cross country. The agreement was that I would be given no assistance unless I got too far off my course. I was flying an Aeronca from the factory at Cincinnati to Detroit. My plane had just had an engine overhaul, and my husband was ferrying a new one and was to follow me. I broke a tail skid taking off. Ray noticed it so he flew alongside me and motioned me back to the airport and proceeded to land. I mistook the signal as a correction to the east of my course, pulled over a little to the east and kept on. It was quite hazy and we soon lost sight of each other, but I wasn't worried. I was sure that if I were very far off the course, the little yellow Aeronca would overtake me. Incidentally, I was not at all pleased at being corrected so soon after taking off.

After flying about an hour, and not being able to find any landmark corresponding to my map, I began to get worried. I circled a few times, but couldn't see my escort, so I started out in the direction I thought was right. I had no compass. Being genuinely frightened by now, and the gas supply being low, I decided to follow the next railroad east, to Dayton. I was already east of Dayton but I followed my plan, and the railroad, on and on with never a sign of an

airport. When finally I came to a little town of fairly good size, and had enough gas to circle the town twice, I landed in a little field close to a gas station. The boy from the filling station took a little instruction on how to crank a prop, (I knew how it should be done but never was able to this day to make it work), and though it took a lot of trying, he finally got the motor started. I was about 90 miles east of my destination in a little town called Washington Courthouse. I didn't get lost again, after getting my bearings, and arrived about three hours late at Troy, Ohio. I hadn't missed the tail skid at all--just thought the field was a little rough.

--Nina Lucille Baker

The words forced landing no doubt bring back many amusing and terrified memories. I recall one myself which happened on a beautiful afternoon--one of those perfect flying days, visibility unlimited, etc., etc. Had taken the little red Waco over to Alhambra and visited a while. Then took off for March Field at Riverside, but remembered all my friends there were out flying Uncle Sam's mail, so turned back. When just south and west of Los Angeles' beautiful city hall, my motor quit cold--without a cough or warning. Well, I nosed her down very gently, and noted I had 3500 ft. of precious altitude. I glided, and glided, ever so gently and finally landed in the field at Western Avenue and 94th Street. . . That morning one of the gas tanks had been welded, and upon taking off was told one tank was filled and the other was partially full. The mechanic who was in charge neglected to open the main gas jet to the full tank. Unfortunately no one noticed this "slight" error, until after I had landed and investigated. . . Never knew there were so many blocks of houses and that the high tension wires at the field where I landed were so high! Had inches to spare, thank Heaven!

- - Hilda Jarmuth

NEWS FROM THE SECTIONS

SOUTH CENTRAL SECTION - Dorothy McBirney, Governor, stopped in to call on Jean LaRene at Dallas recently on her return from a vacation in California. . . Dorothy Pressler has served as temporary manager of Oklahoma City Airport for several months, pending the appointment of a permanent manager. . . Loretta Leonard, the only woman pilot in Enid, Oklahoma, is secretary of the flying club there, which boasts of ten members and a new Taylor Cub!

- - Dorothy McBirney, Governor

SOUTHEASTERN SECTION - The Southeastern Section welcomes two new members this month, Nell Foster Behr and Barbara Mills. Nell is a member of Anderson's South Carolina "Flying Family". Her husband is Lieutenant Howard S. Behr and they have a young son who is already air-minded, but as yet has not been trusted with the controls. Young Billy, who is seven months old, has had thirty-five hours in the air, weighs 22 pounds and sits alone. He has been on a cross country trip with his parents. He usually goes to sleep when the motor starts and has a fine time on his air jaunts.

Barbara is the bride of Wilson Mills, prominent Charlotte, North Carolina, Transport Pilot who is chief instructor for the Cannon-Nelson Aircraft Corporation. The romance culminated at Rollins College, Winter Park, Florida, where both attended college. Mr. Mills was an instructor in aviation at Rollins College and taught Barbara to fly.

Zoe Harley, Augusta, Georgia, received her Private License the last week in July, and from all reports she passed the flying test in a superb way and put that little ship of hers in a left spin, something none of the other five that were up for a test was able to do. To make it complete the duals were taken out and she took Inspector Jimmy Nall for a ride. . . Congratulations to our full-fledged Ninety-Niner!

A group from Hickory, North Carolina, bought a Taylor Cub. Mary Nicholson flew it from the factory and landed at Florence, South Carolina, during the Carolina Aero Club Air Show, August 9th. Mary has twenty students and along with passenger hopping and her secretarial duties at the Hospital and at the Carolina Aero Club, is kept mighty busy these days.

The next meeting of the 99's in this section will be held during the Carolina Aero Meeting at Wilmington, North Carolina, Labor Day, September 7. We have been cordially invited by the Carolina Aero Club to be their guests on that day. A special event has been planned for the girls. It is hoped that as many as can will attend.

Ruth Stilson, Junior member, who is spending her vacation at her home in Providence, Rhode Island, is working this summer to help build up her flying time and in the air every day. Ruth will return in September to resume her studies at Guilford College, Guilford, North Carolina.

- - Clayton Patterson, Governor.

SOUTHWESTERN SECTION - Bay Cities Chapter - Mr. George Myers, Director of Flying at Boeing Aeronautical School, was the guest speaker at the regular meeting, August 4th, his subject being on blind flying and finding the beam. The members were all surprised to learn that Harriet Isaacson has already amassed some 15 hours in the art of blind flying under the direction of Mr. Myers. On August 24th she will leave with five other Boeing students and Mr. Myers on one of the Boeing tri-motored 80's for a trip to Chicago and back, on which they will all receive practical training and experience in flying the beam and instrument flying.

Our July winging party to San Jose was participated in by Harriet Isaacson, who flew a Waco F, Dolores Guinther and Pat Kendall in a Travelair, Marjorie Hook and Anna Cort Meyer in a Fleet, Ruth Rueckert and Maude Miller in a Fleet, and Bee Nadon, Marion Trace and Ruth Wakeman in the latter's Fairchild. Norm Breeden and his wife, our genial host and hostess, served us a delicious breakfast in the airport cabin.

August 9th, Ruth and Fred Rueckert, Dolores Guinther and Afton Lewis, and Marjorie Hook, Maude Miller and Ruth Wakeman flew to Sacramento

to meet with the members there, and some of the other girls flying in that locality. The breakfast table was set outdoors and attractive hand-painted cards with little airplanes on them marked the places for sixteen of us. Mr. Dudley of the Chamber of Commerce, and Mr. Don Smith, airport manager, gave Fred Rueckert their moral support by having breakfast with us. The girls from Sacramento were Mrs. Bielefeld, Mrs. Elmer, Mrs. McCurry, Mrs. Whitney, and Miss Gorman. We were all very grateful to Pansy Bowen for arranging such a nice winging party for us.

Janet Knight returned recently from Hagerstown, Md., where she ferried out a new Fairchild 24 for the coast representatives. She ran into some pretty tough weather en route, witnessed by several newspaper headlines, "Storm Kills Three Persons", etc. The Fairchild, which is equipped with parachute seats, flares, landing lights, radio, and all blind flying instruments, was delivered to Mrs. Adrienne Clark, 99er from San Diego.

The Bay Cities Chapter is happy to welcome two new members--Mrs. Avis E. Bielefeld, of Clarksburg, California, who holds an Amateur license, and Miss Evelyn Noble, of Chicago, a Junior, who has been traveling about the country for the Interstate Service Corporation, and flying a bit wherever she goes.

- - Ruth K. Wakeman, Chapter Chairman.

Los Angeles Chapter - Los Angeles Chapter has two new members with Private Licenses. Virginia Moffatt who flies with Bob Blair at Mines Field is a real aviation enthusiast, working both a day-time and also an evening job. This little lady is determined to go places. The other new member is Wilma Fritschey, who flies at Dycer Airport.

At the August meeting, delegates were elected for the National Meeting of "99" and plans discussed for entertainments, dinner dance, etc., during the period of the National Air Races, when we hope many of our eastern members will be out with us.

Arrangements were also made for the Annual Section Meeting to be held after breakfast on Saturday morning, September 5th, when Section Officers will be elected.

- - Hilda Jarmuth, Reporter.

NORTH CENTRAL SECTION - Northern Ohio Chapter - met for a lovely luncheon at the home of Sue Grant in Columbus, August 1st, with sixteen members and guests, five of whom flew in for the occasion. Florence Boswell flew her Stinson, with Anne Barille among her passengers, from Cleveland; Elizabeth Meyer flew her Porterfield from Cincinnati; Mrs. Mary King flew from Cleveland in a new Stinson; Jeannette Lempke came down from Bay City, Michigan, in her little Davis; and Abbie Dill flew from Mansfield in a Taylor Cub. Others who were there were Edith Lackner, Cincinnati; Manila Davis Talley, Nedra E. Lewellen, and Ione Coppedge, Dayton. Nedra is a new member we welcome at this time.

The Northern Ohio Chapter plans to hold its regular meetings the second Saturday of each month at 1:00 o'clock, and the two Chapters to

have two combined meetings a year. The next meeting will be at the home of Mrs. Mary King, Mentor, Ohio, on October 17th, and any 99ers who happen to be around Cleveland on that date will be most welcome.

- - Abbie Dill, Chapter Reporter.

Southern Ohio Chapter, a brand new Chapter, was organized at the home of Suzanne Grant in Columbus August 1st. Edith Lackner was elected Chairman, and the Chapter decided to hold regular meetings on the first Saturday of each month at 1:00 o'clock.

Illinois Chapter - Everyone is eagerly anticipating the ROD-AIR-O, to be Sunday, August 23rd, at Curtiss Airport, Chicago. A cross-country from Curtiss to Joliet and return, for Rearwins only, will open the program. Later in the program, a second cross-country is scheduled, open to all classes of ships, from Curtiss to Naperville and return. Spot landings, a relay race, bomb dropping, acrobatics by Mae Wilson and Dot Ring, and an exhibition of a typical Dept. of Commerce flight test by the same two, are other highlights of the day. Eleanor Domack did the beautiful posters, and cover designs for the programs. Jane Ray, Chapter Chairman, is largely responsible for the ROD-AIR-O.

- - Jane Meyer, Chapter Reporter.

Michigan Chapter - The August meeting was held on the 8th at Ypsilanti Airport, with Mabel Britton as hostess. Gladys Hartung arrived in her Bird, Alice and John Hammond in an Aeronca, Jeannette Lempke and Margaret Horton in the former's Davis, Dorothy Carpenter in a Great Lakes. Mary Von Mach, Leila Baker and Faye Davies Kirk with her Chow, drove in. A short business meeting followed a delicious luncheon at the Owl Club, on the Airport. The informal "air-meet" then got under way, most efficiently conducted by the able committee of judges; namely, Harry Britton, John Hammond and Milo Oliphant, owner of the airport. There were very attractive and useful prizes, such as Section Maps, water-proof cosmetic bags, neckerchiefs, protractors, log books, etc., for the first four places in each event. Final results were: Bomb dropping - 1st, Leila Baker; 2nd, Faye Davies Kirk; 3rd, Alice Hammond; 4th, Dorothy Carpenter. Ribbon cutting: 1st, Dorothy Carpenter; 2nd, Mabel Britton; 3rd, Jeannette Lempke; 4th, Alice Hammond. Spot Landing: 1st, Alice Hammond; 2nd, Mabel Britton; 3rd, Dorothy Carpenter; 4th Gladys Hartung. All came into town for supper at the Britton's before taking off for home ports.

The next meeting of the Michigan Chapter will be held in connection with the Michigan Air Races, September 19-20, when the Chapter is sponsoring the race for women. We will be glad to welcome all 99's coming to the Races, so please let us know whether or not you participate.

Mabel and Harry Britton in their Waco, and Jeannette Lempke in her Davis, plan to fly to Los Angeles for the Annual Meeting and Races. . . Mary von Mach expects to drive out for the Meeting. . . Dorothy Carpenter flew to New York City recently in a Monocoupe to spend a few days visiting her parents.

- - Dorothy Carpenter, Chapter Reporter.