

From: Woman's Department
Curtiss Wright Corporation
Public Relations Bureau
27 West 57th Street, New York City
Wickersham 9608

FOR RELEASE --
Sunday, July 6
or thereafter

WOMEN AND AVIATION

Number 40

July 6, 1930.

Women May Race in Big Stuff.

If as many as five women announce their intentions of entering, a closed course race for woman in which there will be no limit on the power of the motor will be held during the National Air Races at Curtiss Wright Reynolds Airport at Chicago, August 23 to September 1st. It promises to be one of the most interesting events on this year's program, and will have a standing similar to the Thompson Trophy Race, which is the major speed event for men. The total purse will be \$5,000 which is the second highest purse up for any closed course event.

Because a number of women pilots own ships and others fly such ships almost daily for a living which are more powerful than the type of ship they would be permitted to use under the 800 cu. in. piston displacement limit allowed in the women's races previously scheduled, Major R. W. (Shorty) Schroeder, contest director, decided that they should be given an opportunity to race in them, if there were enough entries to justify the addition of such a race to the program. Since women have never been offered the opportunity to race in high-powered ships, it seems likely that a sufficient number of them will come forth to prove that there are enough women pilots in the senior class to hold a race of this kind.

Any woman pilot who has had sufficient experience in flying high-powered ships and who desires to compete for the prize money is requested to get in touch with the Chairman, Contest Committee, Chicago Air Race Corporation, Hotel Sherman, Chicago, Ill., without delay. Also any woman pilot who is interested in throwing her hat into the ring for any of the five other closed course events or for the two woman's derbies, and who has not received a copy of the schedule of events, should write to the Committee immediately.

If Wishes are Airplanes

"If I had my way I'd choose an airplane ride for my birthday present," said Mrs. A. M. Gilmore of Los Angeles, whose ninety-second birthday was just around the corner. She got her wish. And when she landed at Grand Central Terminal, she reported to Ace

Bragunier, Curtiss Wright Flying Service pilot, who took her up for her first trip through the air: - "It was wonderful! I wasn't a bit afraid." And her eyes sparkled with sincere pleasure as she said it. Her only complaint was that the plane seemed to be going too slowly, although it was actually traveling at the brisk rate of more than 100 miles per hour.

"If I had my way, I'd choose an airplane for my graduation gift," said Martha Candler, daughter of Asa G. Candler, Jr., of Atlanta, Ga., - - or words to that effect. And, P. S., she got the airplane. Her own brand-new four-place Stinson monoplane called for her at Sky Harbor, near Nashville, Tennessee, where she had just completed her course at Ward-Belmont; and she was flown in the ship down to Candler Field, Atlanta. Miss Candler lost no time in taking out her student pilot's certificate and is now piling up time toward her private pilot's license. Her twin sister chose a new automobile as her graduation present.

Wings on Our Feet

From Washington, D.C., comes word that Representative Edith Nourse Rogers, of Lowell, Mass., plans to fill all her speaking dates this summer by airplane.....Jane W. Willis, recent U. C. pilot, and flying saleswoman for Curtiss Wright in Denver, Colorado, is making a series of cross country exhibition and demonstration trips. She is now touring in a Gypsy Moth across the Rocky Mountains and the Great Continental Divide, where at all times it is necessary to attain an altitude of 12,000 feet and over.....Jean La Rene, transport pilot and staff pilot for American Eagle, recently ferried a new ship from Fairfax Airport, Kansas City, to Canastota, N. Y. She has been all the way across the United States in this type ship.....

Quoting from a letter from Fay Gillis, lady caterpillar erstwhile flying saleswoman for Curtiss Wright in New York, who is at present touring the country by automobile with her sister Beth:- "Stopped at Fort Erie at an airport to get a hot dog and discovered the eighth wonder of the world - an airport without a hot dog stand. The men seemed awfully downcast because we just came for a hot dog so we did our best to convince them that we went in for airfoils in a big and serious way. In the midst of it all, some loving couple blew in with forty bucks and announced that life wasn't worth living until they had flown over Niagara Falls, so over the Falls we went - me under

the heading of co-pilot."

About the 99 Club

More than one-half of the 216 women licensed to fly in this country, or 140, now belong to the 99 Club, which is the national organization of women pilots. Twenty-six turned up for the preliminary organization meeting held on November 2, 1929, at Curtiss Airport, Valley Stream, L. I. New letters were sent out to all pilots on the list by that time, bringing the charter membership up to 99, which figure constitutes the name of the club.

All women who are licensed pilots are eligible to membership and may join up through their local governors or the national officers, of which there are two. Louise Thaden of Pittsburgh is national secretary, and Blanche Noyes of Lakewood, Ohio, is national treasurer. The country has been divided up into territories, roughly according to the number of pilots residing therein, and it is possible that there may be some shifting about of states in keeping with the increased number of pilots in certain parts of the country.

The local territories and their governors are: Northwestern section-Washington, Oregon, Idaho, Montana, Wyoming, North Dakota, South Dakota-Edith Foltz, governor; Southwestern section-California, Nevada, Utah, Arizona-Gladys O'Donnell, governor; South Central section-Texas, New Mexico, Colorado, Nebraska, Kansas, Oklahoma, Arkansas and Louisiana-Jean La Rene, governor; North Central section-Montana, Iowa, Missouri, Wisconsin, Illinois, Michigan, Indiana, Ohio and Kentucky-Blanche Noyes, Governor; New England States-Joan Fay Shankle, governor; New York-Marjorie May Lesser, governor; Middle Eastern section-Pennsylvania, West Virginia, Virginia, Maryland, Delaware and New Jersey-Dorothea Leh, governor; Southeastern section-Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Florida-Mary Alexander, Governor.

Pilot's License Notes

From 211, the total number of women pilots was boosted this week to 216, with 164 of them privates, 1 industrial pilot, 27 limited commercial pilots and 23 transport pilots. There were 5 new privates, 2 new L.C. and 1 industrial pilots.

Mary Linda Bradley, of Ridgefield, Conn., flew as a passenger all winter in her Curtiss Challenger Robin, with her personal pilot Marie C. Graham of Phoenix, Ariz., at the controls. Then she registered for a flying course with the Arizona Air Service of Phoenix, Ariz.; on June 12th she took her private license. The fact that Miss Bradley, who is 43 years old, soloed in only 8 hours and 5 minutes is particularly interesting. Veda Blake took her private license at Oklahoma City, where she is now employed as a saleswoman for the Curtiss Wright base. She had her preliminary instruction at Clover Field, Santa Monica, Cal., and at first planned to become a flying instructor. She has now changed her plans and is working to follow aviation from the executive end. Betty F. Martin of Greeley, Colorado, now an L.C. student, is half of a flying couple. Eventually, they plan to open a flying service together, and Mrs. Martin plans to "fly just as high, wide and handsome as her husband." Having secured her private, she is now in charge of student and sales records of Curtiss Wright Flying Service in Denver, where she is taking her flying course. About the other two new privates, we only know that Dorothy McBirney lives in Tulsa, Okla., and that Maye G. Smith lives in El Paso, Texas. Miss Smith incidentally puts Texas back in third place as to rank of total number of women pilots.

Mary Billy Quinn, of Long Beach, Cal., who finished law school and taught dramatic art before things worked out so that she could learn to fly, has now qualified for her L.C. license. Jane W. Willis, former physical training teacher at Denver, Col., and now saleswoman for the Curtiss Wright base there, qualified for her limited commercial license on June 12th. Helen W. Sellers, of Exeter, Cal., has, according to the Aeronautical Chamber of Commerce list, qualified for her industrial pilot's license. She is the first woman to take this particular kind of license.