

From: Woman's Department  
Curtiss Wright Corporation  
27 West 57th Street, N.Y. City  
Wickersham 9600

FOR RELEASE -  
Sunday, May 11  
or thereafter

## WOMEN AND AVIATION

Number 34

May 11, 1930

### School Teaching Fliers

A new version of the old "Do you play bridge or golf" question is coming into usage. "Do you fly?" they are beginning to ask women visitors in towns all over the country. And more and more often, when the answer is "No, I don't yet," some woman pilot in the party is apt to come forth with a generous "Why don't I give you a little time while you are here. Many a generous woman pilot is giving a stray hour or two of instruction to other women and is enjoying the giving as much as her pupil enjoys the receiving.

An interesting quasi-international version of this sort of thing is contained in a recent report from southern parts. A large daily newspaper is putting Berta Moralida, eighteen-year-old Cuban girl, through flying school so that she can fly the papers for them later on and get the news to their readers a couple of days earlier than they would <sup>get it</sup> by train. Frances Harrell, new transport pilot, who is on tour with the Curtiss Wright Exhibition Company, pitched in and gave Miss Moralida an hour's instruction in acrobatics at Machado Airport, Havana, in front of all her adoring country men, women and children.

Thus transient women pilots are helping along the stay-at-homes in the process of learning to fly, and vice versa, all over the world, just as men pilots have helped both men and women fledglings all along. It is one more evidence of the comradely spirit which always has existed among fliers. And women pilots who know how are always glad to help along in one way or another those who desire to learn how.

In Houston, Texas, Ethel Lovelace and Dorothy Stocker, the two pilots in the Women's Flying Club of that city, are conducting ground school training with the other members. They take alternate weeks to give the students the necessary courses the latter should have. Of course, it means the two pilot members have to do some research work themselves, but they state that they are finding it a beneficial experience all 'round.

"I believe I could have learned more quickly if I had had a woman teacher," a woman pilot once argued very seriously in discussing her fledgling days. Some people, of course, are good teachers by nature, and there are those who think that women are much more apt to be "born teachers" than men. Whether this is true or not and whether or not it applies to piloting an airplane, flying instruction is one phase of aviation which women are going in for, not only casually but professionally. As early as 1914, Marjorie Stinson, the world's first flying schoolma'am, had a flying school of her own.

All our well known women pilots of today were taught to fly by men. But at least four of the twenty-one women transports are now teaching flying as a profession. Phoebe Omlie has instructed students for several years in the school she conducted with her husband in Memphis, Tennessee. Gladys O'Donnell acts as co-teacher in the O'Donnell flying school at Long Beach, Cal. Mrs. Omlie and Mrs. O'Donnell have been teaching both men and women students.

Louise Thaden conducts an all woman's class at the Penn School of Aviation in Pittsburgh. She has put eleven girls through ground school, and several of them have begun taking flying lessons under her tutelage.

May Haizlip, who has been appointed chief instructor for women in the Von Hoffmann Aircraft School at St. Louis, in a recent interview gave out some interesting sidelights on the subject of flying instruction for women by women. She says: "Have you ever seen a man sew on a button or darn a sock? Of course if there is any way to avoid the ordeal, he won't attempt it, but if he must do it, the resulting scene is good for a laugh any day. To describe the process as awkward would be charitable. Just so it is with the men who instruct girl flying students. They usually go at it with the feeling that it shouldn't fall to their lot to do this sort of thing, and their subsequent efforts, to the trained eye at least, are sometimes more or less discordant.

Mrs. Haizlip goes on to say that she considers teaching the most constructive phase of the flying profession. She believes that women should have specialized flying training and that no one is so well equipped in every way to give it to them as another woman. To quote her again: "A student solos - the supreme thrill - another member of the rapidly growing clan has spread her wings and left the nest. The accomplishment of a real task properly done is the instruc-

tor's priceless reward."

#### "Avion Taxi"

Taxi-i-i-i! Four-wheeler or two? With wings or without? Aerial or ground?

It begins to appear as though some day when we call up and order a taxi from our hotel room, they will be asking us some such question as a matter of course. Over in Paris a fashionable hotel has already installed an aerial taxi service. Two planes have been purchased by the Hotel George V. and may be ordered by guests at any time for flights to any specified point. In case a woman wants to secure a supply of fine wool sweaters for her family before catching the boat train back to the United States, she reserves a plane-taxi for an aerial jaunt to Edinburgh or Glasgow. Or she may desire a glimpse of Vienna or a cup of tea at Deauville, Biarritz or Cannes before she has to rush back home. By train she couldn't crowd it in, but the hotel stands ready to taxi her there by air for a stipulated sum at a moment's notice, if she will but pick up her telephone and state her destination.

#### Pilots' License Notes

The total number of women pilots reported for this week is 204, with 161 of them private pilots, 22 of them L.C.'s and 21 of them transports. The newest limited commercial pilot is Margery Louise Doig of Hedding Ridge, Conn. Mrs. Doig is a graduate of the Curtiss Wright Flying Service school at Bridgeport Airport. She has already made solo flights to Albany, Boston, Providence, Hartford and Philadelphia. She is planning to purchase her own plane and enter the New England Air Tour with it in June, as well as the National Air Races in the Fall. Recently she officially opened the baseball season of the Eastern League by dropping an autographed baseball from an airplane.

The three new private pilots are Alicia Grant Jordanoff of Garden City, L. I.; Margaret L. Huber now of New York City, and Georgialee Voight of Phoenix, Ariz. Mrs. Jordanoff learned to fly at Curtiss Airport, Valley Stream, L. I. She is half of another flying couple. Her husband, Wesley Jordanoff, is a well known filer and district manager for the Far East for Curtiss Wright Export Corporation. Margaret Huber has been doing social work in Bridgeport, Conn., and learned to fly at the Curtiss Wright school there. She is now engaged in social work in New York City. Georgialee Voight is a Junior at the University of California at Los Angeles and learned to fly at the Curtiss Wright school there. She is a native of Arizona and the second Arizona woman pilot. She is going on to take her limited commercial license and plans to enter the second woman's air derby in the Fall.

Amongst the Magazines: The April issue of Holland's Magazine had a very delightful article called, "How I Got My Wings" by May S. McCormick, Jacksonville, Fla., pilot and aviation editor. The June issue of Pictorial Review, out May 15th, will contain an article called "Flying Is Changing Women" by Margery Brown of New York City, who recently returned from Italy for the express purpose of personally supervising a top overhaul on her Curtiss Robin.