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FOR RELEASE SUNDAY  
November 24th or  
thereafter.

## WOMEN AND AVIATION

Number 11

November 24, 1929

### Records by Women Pilots

If a woman can fly faster, farther, higher, or stay up longer than other women, even though there may be men who can considerably overshoot her record mark, that fact deserves official recognition according to the Federation Aeronautique Internationale, which is the body politic that sits in solemn conclave and hands down decisions ultimate and final in the matter of air records.

This does not mean that women's records will not parallel those of men. When Ruth Law set a world's altitude record in 1917, or when she set the American non-stop record, she proved conclusively that women can and at times do, outfly men. But it does mean that when a woman exceeds the flying achievement of another woman official recognition will be accorded to the fact in the interest of competition, which is the life of every trade. And whenever one woman proves that she has reached a point where she can topple over a previous record set by a woman just that much has been gained for the cause of aviation and of women in aviation.

There is no reason why women's records will not some day stand neck and neck with those of men. In the meantime their own notches in their own log of records are deserving of the official recognition that will henceforth be accorded to them.

The only record by a woman which has been officially recognized since the F.A.I. decided to recognize women's records is that of the solo endurance flight made by Mlle. Maryse Bastie in Europe, of 26 hours, 47 minutes and 30 seconds. Before that, certain American records had been established, but they cannot be called official records. However, since they were established in accordance with the rules and regulations of the F.A.I. and were sanctioned by the Contest Committee of the National Aeronautic Association, their representative in the U.S.A., they have historical significance and will stand until they have been superseded by later and strictly official ones.

The altitude record by women in this classification is 23,996 ft. It was established by Marvel Crosson on May 28, 1929, at Los Angeles. Previous altitude records were 20,270 feet, established by Louise Thaden on December 7, 1928 at Oakland, Cal. and 16,450 feet estab-

lished by Lady Mary Heath on December 2, 1929 at Curtiss Field, L.I.

Another American woman's record established in accordance with F.A.I. regulations is the solo endurance flight of 26 hours and 27 minutes, established by Elinor Smith on May 2, 1929. Previous successful contenders for solo endurance records were Louise Thaden, with 22 hours, 3 minutes and 28 seconds; Evelyn B. Trout, with 17 hours, 24 minutes; Elinor Smith with 12 hours and 25 minutes; Evelyn B. Trout, with 12 hours, 11 minutes; and Viola Gentry with 8 hours and six minutes.

Two of the pilots who have already established some important records will attempt to establish an official record for a refueling endurance flight by women. They have announced that they are planning on a 500-hour hop, which would, of course, exceed the world-endurance record of Dale Jackson and Forrest O'Brine in the St. Louis Robin. Careful preparations are being made for this flight by Elinor Smith, aged 18, and Bobbie (Evelyn B.) Trout, aged 23. They will make the flight in a specially built Sunbeam biplane.

Bobbie Trout is a transport pilot and Elinor Smith with her 675 solo hours, would undoubtedly also be if she had reached voting; i.e., transport pilot's age. Incidentally, shortly before she left New York for the Coast where the Woman's refueling endurance record flight will be made at the Los Angeles Municipal Airport, Elinor Smith clocked 180 miles per hour over a measured mile course, to an unofficial speed record for women pilots.

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#### A Lady Diogenes of the Air

Is the type of woman flying today qualified to make a success in commercial aviation? That is the question which Ruth Bridwell, pilot and Texan, determined to find the answer to when she set forth upon an aerial tour of investigation. She visited all the most important airports in New York, Philadelphia, Pittsburgh, Detroit, Grand Rapids, Indianapolis, Cincinnati, St. Louis, Kansas City, Omaha, Milwaukee, Denver, Salt Lake City, Boise, Portland, and Seattle. From there she went down the west coast, stopping at San Francisco, Oakland, Los Angeles and San Diego airports and working east again through Phoenix, El Paso, Oklahoma City, Tulsa, Memphis, New Orleans and Birmingham, Alabama.

Miss Bridwell made it a point to get personally acquainted with "the average girl who flies" and is convinced after her trip that

judging by the women she met on her tour from airport to airport in the east, west, north, south and in the middle of the country, women pilots have entered and will continue to enter commercial aviation because they are qualified for this field, temperamentally, and from a standpoint of physique, education and background.

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#### Notes on Women Pilot's Licenses

Elinor Spear of Portland, Me., nineteen-year old Wellesley student, recently won her private pilot's license. She was the first woman in Maine to qualify for a flying license.

Betty Huyler, Curtiss-Wright saleswoman in New York City, has qualified for her limited commercial pilot's license.

Mary Goodrich, aviation editor of the Hartford Courant, Hartford, Conn. recently qualified for her private pilot's license.

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EDITOR'S NOTE: Data on newly licensed pilots, or pilots who have won a higher license rating will be greatly appreciated for this new department of WOMEN AND AVIATION.

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#### An Up to New from a Female Fledgeling.

Old man fog has been hanging around Curtiss Field at Valley Stream all this week with the result that I have been kept on the ground and have had a little time to think over just how far along I am in conquering the "mystery" of flying an airplane.

I have become familiar with the controls to the extent of being able to fly "point to point" without taking the nose of the ship off the horizon. After that had been accomplished it was necessary for me to learn gentle banks - still keeping the nose on the horizon. This was a little more difficult, but assisted by my instructor's guiding hand, I was able to master this maneuver.

Next came climbing turns-- a combination of keeping the nose a little above the horizon and banking the plane either to right or left. Following this I was taught gliding turns to come in for a landing - with the motor idle; that is, the motor was still turning over but it was cut to idling speed. This was more fun! I'm still wondering what it is all about.

I'm so proud of my five hours in the air with my instructor -- I just keep talking about it all the time. Just imagine -- that is half the time the Department of Commerce requires for student pilots at dual control. It won't be long now until that coveted solo. I'm

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