

From: Clara Trenchman, Woman's Department  
Curtiss Wright Flying Service,  
27 West 57th Street, New York City.

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### WOMEN AND AVIATION

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#### A Look-see At Some Aviation Magazines

Rabid feminist as she says she is, Helen K. Schunck, in the Aeronautic Review for November, asks whether there is a place for a woman in aviation, affirms there is, and that the place is that of a passenger in a transport plane.

The article would perhaps be more convincing if she had confined her title and her subject matter to piloting alone, as women are already filling many important and adequately salaried positions in aviation and will undoubtedly continue to do so in increasing numbers.

Women can and will, Miss Schunck believes, fly for sport but not for a living. That is a debatable conclusion and one which many persons, particularly men, will agree with. However, she is somewhat inconsistent when she states emphatically in the second paragraph that women are not more discriminated against in aviation than in any other line of work, and spends five or six paragraphs later on proving that the obstacles are decidedly more so in aviation -- "that maelstrom of masculine activity".

There are those who would agree with the statement that the equal-pay-for-equal-work battlecry has just as much and no more reason to be sounded in aviation than in other fields, and there are those who would disagree with her amendment of it. In fact it has been stated frequently and borne out by weight of evidence that a woman pilot can sometimes secure the same job with the same pay as a man who has much more flying time to his credit, because she is a woman and for that reason has greater publicity value than a man.

With Miss Schunck's summations that women have no real place in the sales end of aviation or that they cannot talk "horses" and r.p.m.'s intelligently, one would be inclined to do considerable cussing. It is seldom safe to generalize about human beings, particularly women, and most particularly, women in aviation. There are too many instances to the contrary. Too many trails have been blazed in other directions by women in this field, to permit us to put much faith in Miss Schunck's calm consignment of all womankind to the

passenger's seat and to piloting for sport only.

As a matter of fact, from the point of view of the aerial working girl, one would be just a little inclined, after reading this article "Is There a Place for Women in Aviation", and looking back on its lead statement -- "There certainly is!" -- to say in bad French of said place in aviation: Name it and take it.

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Air Travel News for December has twenty-four rotogravure pages worth of Women in Aviation. Imprinted on a background of recurring conventionalized helmeted feminine heads, are studio pictures, snapshots, by ones and twos and by groups, of women pilots and flying students of today and yesterday.

The woman's derby fliers as well as other prominent pilots not in the derby, and some of the younger pilots, are all represented. And there are glimpses of some of the women who helped write the earlier chapters in flying history. Harriet Quimby, Katharine Wright, Mathilde Moissant, Ruth Law, Katherine and Marjorie Stinson, Mrs. Maurice Hewlett, Bernetta Miller, Baroness de Laroche, Mile. Dutricu, and Jane Hervieu, are all there in appropriate poses and costumes. There is a downright devastating picture on Page 53 of Mrs. Maurice Hewlett fortified against the aerial elements in the year 1912, which makes us grateful for the trim furlined flying suits of 1929 and glad also that there is a closeup of her in street clothes so that we can tell what she really looks like.

This first women flier's rotogravure section tells a quite comprehensive and graphic story of the whole field of women and flying in an attractive and interesting way.

The same issue of Air Travel News also has the first of a series of letters from a girl flying student. Enthusiastically, without being gushing about it, V. Leora Blaisdell records in considerable detail what happened in her first flying lesson, in a letter to her mother.

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Vera Brown, who recently qualified for a pilot's license, has an article in The Voyager for November, called, "If you Want to Learn to Fly". It is written from the angle of a newspaperwoman who is bombarded daily by women readers who think maybe they would like to do something about learning to fly. In it are recorded frankly and readably high points of her own flying experience. Dec 22, 1929

Virginia Snow's article, "Meeting Women's Aircraft Demands" in the November issue of Airway Age takes up the various features that aviation has taken unto itself because women plane customers, women airways passengers and visitors to airports, have pronounced them essential. She points out also the fact that women's demands have in many cases been met through women's efforts.

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#### Pilot's License Notes

Sarah S. Fenno of Barrington, R.I., the first licensed woman pilot in the smallest of the states, brings the number of women pilots up to 125, and the number of private pilots up to 101. Her husband, J. K. Fenno, who is treasurer of the Providence Aircraft Corporation, taught her to fly.

Lola L. Lutz (Mrs. Richard) of Oshkosh, is the only licensed woman pilot in Wisconsin, and the first woman in the state to solo. Her husband, who is not himself a pilot, is president of the local airport corporation.

EDITOR'S NOTE: Data about new licenses or license changes would be appreciated for this department.

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#### More Records

Dorothy Stocker, of Houston, Texas, took a new Eaglerock out the day before Thanksgiving and looped it twenty-eight times to an unofficial record. She started at 5000 feet and finished off at 1000.

Billie Brown of El Monte, Calif., claims the women's parachute record after a leap of 18,000 feet. She was carried ten miles in descent. Previously, the record has been claimed by Frau Schroeter Voresconu at Leipzig, Germany, after a jump of 8200 feet. She carried a sealed altitude indicator in the drop.

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