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### WOMEN AND AVIATION

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#### More Team Work

Said Mr. to Mrs.: "Let's learn to fly and go into business together." Or perhaps it was Mrs. who said it to Mr. At any rate, whoever said it first, Mr. and Mrs. Walter G. Martin are both students at the Curtiss-Wright Flying Service school at Denver, Colorado; and as soon as they graduate, the two of them are planning to open a flying school of their own, together with an aerial taxi service at Greeley, Colorado.

At present Betty Martin is working as a private secretary and Walter Martin is driving a motor bus. On Sundays, holidays and before and after working hours, they sandwich in their flying lessons. Mr. Martin has his private license and hopes to be a transport pilot by March; Mrs. Martin, who only recently registered for her flying course, hopes to qualify for her private license at the same time.

And speaking of flying couples, among the earliest of them are Dorothea and John H. Leh of Allentown, Pa. Mrs. Leh is a private pilot and her husband, who stroked Princeton's famous championship crew, has a limited commercial license. Jean D. and Gwynn W. Hoyt of Syracuse, N.Y. are both licensed pilots.

Massachusetts has two more flying couples to her credit, in addition to the T.W.Kenyons. They seem to make a specialty of flying by twos in the home of the bean and the cod. Joan Fay Shankle, private pilot, and her husband, Lieutenant Clarence (Dutch) Shankle of Boston have made one trip across the continent together, flying solo in a couple of planes, and recently they completed a trip to Miami and back. Dr. and Mrs. Frank Chase of Chelsea, Mass. both have private licenses.

Any number of women with flying husbands have serious designs on a pilot's license of their own. Constance Fox Harding (Mrs. William) of Red Bank, N.J. soloed after five hours of dual instruction, and will soon have her private license, although she admits that her husband's profession was her "pet hate" for years. Ruth B. Deeds, or Mrs. Chuck

(more)

Deeds of Hartford, Conn. has seven hours of flying time. Mrs. Henry H. Ogden of Los Angeles, wife of Lieutenant Ogden, one of the Round-the-World flyers, has soloed and will soon have her license. She has this to say on the subject:

"I'll admit that I can steam up a lot of enthusiasm about flying because my husband and I can hop in a ship most any old time and go almost any old place -- don breeches and boots, helmets and goggles, climb into a plane and head for Arizona, the mountains 'north' or any place that spells adventure -- off the beaten path and far above the turmoil of crowded highways, breathing clean, fresh air and seeing everything." \*

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#### An Interesting and a Readable Story

In their national magazine for February, members of the Junior League from all over the country tell about their flying experiences. This Aviation Number of the magazine is devoted principally to first-hand accounts air-onical, some of them delightfully ironical. Aside from its literary merit and its workmanlike makeup, the issue is a real achievement.

As far as aviation is concerned, it is the best and most apropos black-and-white answer to date to the doubting Thomases who still feel inclined to shrug their shoulders contemptuously and say, "Oh well, look at the women flying today -- who are they?"

Not that social standing is ever a final criterion of a human being's importance, but it is one of the yardsticks that we have to go by and every so often it measures truly. Junior League membership does indicate a definite social standing and background, and the fact that so many Junior League members are flying today gives very excellent grounds for replying to the aforesaid doubting Thomases with a decidedly down-the nose expression, and in Milt Gross language, "You were asking who? Yes, hmm?"

The stories in the aviation number come from Roanoke, Va., and they come from Akron, Ohio; from Houston, Texas, and from Denver and Los Angeles, and back across and around again. Ruth Nichols leads off with a spirited "We Have Arrived". The article is accompanied by a full-page sketch of her -- and a very good one -- by Caroline Stober. Mary Webb Nicholson's "Jumping into Aviation" gives a concise account of how she parachuted onto a putting green, thereby making the first payment on her flying course. "All in a Lifetime" from Honolulu by Gertrude Seaver Campbell is by way/being a vignettied masterpiece, and

we can't seem to refrain from quoting the last paragraph:

"I suppose some day I shall sit surrounded by grandchildren, all listening in utter amazement to my tales of the trips I made to the mainland in the olden times that took six days, and my overnight journeys to the other islands. I shall feel like a survival from the arc, but after all, I shan't be sorry! The world 'do move' and I'm glad I'm here to watch."

This is illustrated by an almost incredibly effective aerial photograph of pineapple fields.

We get the transport passenger angle from "To the Coast with T.A.T." by Daisy F. Sellers, and from "Travelling the New Trail to Wichita" by Marcia Delano. In "Giving the Wife the Air" Dorothy Gardner Thibodeaux tells of flying the air mail with her husband. Constance Fox Harding's "Flying Wife" is very well told. Mary Victoria Wesson's forthright "A Student Pilot and her Future" is a consideration of the possibilities for professional employment. And then there are "Backstage in Aviation" by Constance Morss Fiske, and "Why Wives Must Fly" by Selene R. Smith. In the preceding story of this bulletin, there is a quotation from "Flying Southward into Mexico" by Ulela Ogden.

Not too serious and highly entertaining are, "What Price Aviation with Children"; "The Schneider Cup", a London letter; "Aerial Antics"; "Richmond's First" and "Advertising vs. the Wind". And the masculine viewpoint of it is expressed by Burdette Wright in "Women and Aviation" by Henry Breckenridge in "Let Her Fly" and in "Woman's Place is in the Air" by William B. Stout. Then, of course, there are some sexless but none the less interesting articles like "The First Air Mail from U.S. to Panama", "The World's Largest Hangar", "The Newark Airport" and "Aviation in the Northwest". And to top off the issue, there is "Airport Argot" and a large number of photographs

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#### Pilot's License Notes

Another transport, Mildred E. A. Kauffman of Kansas City, Mo. brings the total of women transport pilots up to 16. Miss Kauffman distinguished herself as winner of the woman's race in the Air Circus at Fairfax Airport last September. Miss Kauffman was previously an L.C. pilot.

Jean D. Hoyt of Syracuse, has won her limited commercial license, which keeps the number of L.C. pilots at 11, and makes the number of private pilots 107, leaving the grand total of women pilots of all classes at 134.