

From: Clara Trenckmann, Woman's Dept.  
Curtiss Wright Corporation  
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WOMEN AND AVIATION

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Some Schoolmarns Who Have Sprouted Wings

It is almost a foregone conclusion in this day and time that if you are a school teacher you drive a car, what time you aren't touring Europe, or learning how to fly an airplane. Perhaps it is because of the long summer vacations which fall to the lot of teachers, perhaps it is because they are inclined to be thrifty and like to spend their savings in agreeable ways. At any rate, probably a larger percentage of teachers own automobiles than women in any other profession. And the number of teachers who fly planes is rapidly increasing.

Only last week another school teacher, Mrs. Laura Harney, who teaches general science and mathematics at Washington Junior High School, Mount Vernon, N. Y., won her wings at Curtiss Field, Valley Stream, L. I. She had already completed two courses in the teaching of ground school work at New York University. On January 15, Frances Moore, a teacher in Cochran Junior High School, Johnstown, Pa., passed her private pilot's test at Air Service, Inc., Westmont, Pa.

A number of teachers already hold flying licenses. Among them is Wilma Walsh, a Spanish teacher in Belleville, N. Y., who has had over fifty hours of flying time, and flew some thousands of miles as a passenger in Europe. Agnes A. Mills, of Florida, who teaches in the Postal Telegraph Company's apprentice school in New York City, and who learned to fly more than a year ago, hopes to make a flight to Spain this Spring. Retha McCullough, who teaches a fourth grade in Braumont, Texas, has held a flying license for some time; Meta Rothholz, of Washington, D. C., a mathematics teacher at Erasmus Hall High School, Brooklyn, N. Y., became a pilot last October. Jane W. Willis, who teaches physical training, took her private license in December and is now hard at work piling up hours for her limited commercial license at the Curtiss <sup>Wright</sup> Flying Service school in Denver, Col.

This is, of course, only a partial list of teachers who fly, some of them for sport, some of them because they plan some day to go into aviation as a profession.

## WOMEN IN AVIATION

The purpose of the National Air Pilots' Association is for the advancement of the air mail and commercial aviation; to provide closer relationship among pilots in order to enable them to perfect any movement that may benefit them as a class and benefit aviation in general. Carl F. Egge, 1243 Blount Street, Cleveland, Ohio, is the executive secretary of the organization and managing editor of the National Air Pilots' Association Journal.

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### Pilots' License Notes

This has been a bumper week, what with four new names to add to the list of women pilots, and one private pilot gone L. C. The total to date is 138, 16 of them transports, 14 limited commercial pilots, and 108 private pilots.

Betty Russell recently took her limited commercial license at the Curtiss Wright Flying Service base at Alameda Airport, Alameda, Cal., and has been employed by them as a saleswoman. She will sell flying courses, airplanes and accessories. Miss Russell just barely has to her credit the eighteen years which are essential in holding this license.

Laura Ingalls, who did not appear on the pilots' list because we had not been able to check up on her licensing, is very much a pilot. She took her L. C. test on September 27th and is now hard at work on her transport course, and hopes to finish that within a couple of months. She has had 166 solo hours, including night and blind flying on ships ranging from Fleets, Eagles and Robins to the Stinson Sr. Miss Ingalls is secretary of the Universal Flying School, Lambert Field, near St. Louis, where she is also taking her flying instruction.

Elizabeth Kelly, student at the University of Southern California, is the first woman on the West Coast to obtain a private license under the Department of Commerce approved school requirements. She is now taking the L. C. course at the Standard Flying School at Los Angeles.

One new private and one new L.C. makes California two up and would give her 27 women pilots if it were not for the fact that Marie C. Graham, who had a California address on the last Department of Commerce list is flying in Arizona and is, as a matter of fact, Arizona's first woman pilot. She is working on her limited commercial course.

However, New York's 29 was boosted to 30 this week when Mrs. Laura Harney, school teacher from Mt. Vernon, N.Y., took her private license at Curtiss Field, Valley Stream, L.I.

Joan Fay Shankle (Mrs. Clarence) has qualified for her L.C. license.

Anne Lindbergh (Mrs. Charles A.) qualified for her first class glider pilot's license at San Diego, California, recently.