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WOMEN AND AVIATION

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Lighting Up

Just as it was necessary to provide lighting along the sides of railway cars, it has been necessary to provide lights in transport planes so that passengers could peruse their magazines or newspapers without suffering from eyestrain. The problem was the same in both cases, that is, to provide a fixture which would not project out into the car and get in the way.

Since the designing of transport plane interiors is a new and comparatively unexplored field, it offers an opportunity for developing the little utilitarian details in such a way that they will be ornamental as well as useful. Some designers have worked out flat nickel fixtures which hug the side of the wall. They serve the purpose very well and are good to look at.

The reading lights in the Keystone Patrician are excellent examples of this type of lighting. Ordinary wall fixtures, somewhat reduced in size with small curved parchment sconces have also been used. These look very well, but they are hardly flat enough to be practical.

The latest development along this line is the individual light used in the eighteen-passenger Curtiss Condor transport. A small metal fixture, enameled in blue, tucks itself into the wall, and is covered with a square parchment shade which is folded at the sides to fit over the light bulb. The shade is decorated with a simple conventional design. The result is attractive and eminently practical, and seems to give away without half trying the fact that the person responsible for its design was a woman. Mrs. Frank H. Russell, stylist for the Curtiss Aeroplane and Motor Company, spent some months working out this particular light, and it is believed that she has hit upon the ideal thing for the purpose.

Let's Take a Deep Breath and Start All Over

Women pilots today number at least 182, or more than five times the 34 who held licenses to fly airplanes on January 1, 1928, a (more)

little better than a year ago. Any way you look at it, it is a considerable rate of increase. Of this number, 16 hold transport licenses, 16 hold limited commercial licenses and 150 hold private licenses.

California, with a total of 42, now has more women pilots than any other state; New York, the former leader, is second with 31; Massachusetts and Texas are tied again with 11. Michigan and Ohio are neck and neck with 7; Illinois comes next with 6; and Connecticut and Oklahoma each have 4. Colorado, Florida, Georgia, Indiana, Maryland, New Jersey and Washington each have 3 women pilots; Kansas, Tennessee and Wisconsin have two each; and Arizona, Delaware, Iowa, Kentucky, Minnesota, Montana, Nevada, New Hampshire, North Carolina, North Dakota, Oregon, Rhode Island and South Dakota each have one woman pilot. The District of Columbia has two and Hawaii has one, with Germany still represented by one on the list.

Arizona, Kansas and Hawaii were not represented on the previous list. Kansas bobs up with two rather than just the one new one because Jean La Rene, who was formerly flying in Indiana, has transferred to Kansas City, Kansas.

This new total is the result of a checkup and a cross-checkup, and a re-cross-checkup of our list against a list as of January 25th from the Department of Commerce, which had on it exactly 41 new names. These together with the total of 138 we had been able to glean previously, and the 3 brand-new licenses reported this week, make the grand total of 182. The three newest pilots are Miriam L. Blagden of New York City, May S. McCormick from Jacksonville, Florida, and Mrs. Marguerite Maibucher from Indianapolis - more details about the three of them next time.

The 41 new names on the list are: Ruth Alexander, Helen M. Beck, Virginia Blune, Juanita E. Burns, Edna M. Coulter, Marjorie Crawford, Margaret C. Gerry, Marcella Huyette, Guinevere E. Kotter, Margery N. Ludlow, Ruth N. Marshall, Maud D. Melvin, Lucille M. Partee, Ethel M. Richardson, La Belle Sweeley, Marian Trace (all from California); Helen H. Burrell, Stephanie B. Kayse, Ruth F. Lawton (Illinois); Anne Cornell, Irene Douglass (Indiana); Leila R. McDonald (Kansas); Mabel B. Britton, Bertha C. Flo, Evelyn Mathewson (Michigan); Edna M. Radolph (Missouri); Helen M. Bevins (New Jersey); Isabelle Chappell, Margaret E. Lennox, Frankie G. Renner (Ohio); Myrtle Wolford (Oklahoma); Gladys M. Hickey (Pennsylvania); Mrs. J. C. Harbin (Tennessee); Dovie M. Jarvis, Mrs. Jimmie H. Kolp (Texas); Ellen Backland, Maude G. Bolin, Maude B. McClaine (Washington); Julia V. Whittlesey (Wisconsin); Katherine Baker (D.C.); Marguerite Drew (Hawaii).

Martha Bevins and La Belle Sweeley hold limited commercial licenses, the other 39 are private pilots.

(more)

An L. C. Student Thinks Back

One ride in an airplane, and I wished I never had to go back to earth. Down below was a little toy town, tiny streets with toy houses on either side and toy automobiles running up and down them. Then, as it happened, I looked straight off and almost level with me were the tops of the mountain peaks. Two of them were quite close. And looking down between them, I saw a sparkling river winding out onto the plains in one direction and back deep down between the mountains in the other till it was lost.

That one flight with a barnstorm pilot in a little town in Wyoming. Listening to a great deal of talk and reading newspaper stories about aviation. And somehow, I don't know why, I found that a powerful desire to learn to fly was forming within me. I talked more and read more. I talked to pilots.

One said, "I'll take you up in a plane and let you fly."

On the ground he told me what to do and why. When we were well above the earth, he waved both hands in the air to show me that I was to fly the plane. It seemed harder to make it go straight than it was to keep it from tipping sideways, and that seemed very queer. But I was flying. I was sure of that for the plane felt so different did such different things! I looked off. There were banks of clouds on the horizon which looked like mountains. And other smaller cloud formations which looked like boats sailing round. What fun it would be to play with the clouds, to play hide and seek around and through them, to go and explore the valleys and caves in that big bank. How? Learn to fly. I knew I would never be happy until I did.

Since those two flights I have learned great things about the why and wherefore of airplanes. I've covered quite a bit of country by air. I've seen some strange and beautiful things, such as a tiny rainbow with the shadow of the airplane right in the middle of it, and a huge complete rainbow on the earth and in the sky all around us. Tired from a hard day's work, to fly for half an hour refreshes and invigorates me, and I soon forget the unpleasantnesses of the day. My flying has not ended yet; nor will yours if you but begin.

Jane W. Willis, Denver

Both members and non-members of the Ninety-nine Club will no doubt be interested in reading an article by Margery Brown entitled, "Why Women Pilots Have Organized" which is scheduled for the March 7, 1930