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27 West 57th Street, New York City

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or thereafter.

WOMEN AND AVIATION

Number 25

March 2, 1930.

Spring Paint-Up Time

TWENTY MILES TO BLOWING ROCK

BLOWING ROCK TEN MILES

IN FIVE MORE MILES YOU WILL BE IN BLOWING ROCK

And as

C I T Y L I M I T S

whizzes past on one side, you inevitably slow your car down to read that

YOU ARE NOW ENTERING BLOWING ROCK

on a tire manufacturer's sign, together with some pithy facts about the history, population and civic landmarks of Blowing Rock. In other words, you not only know when you get to this town of Blowing Rock, but you know when you are near it, and how near. That is, you know all these things - can't miss them, in fact - if you happen to be traveling on your own two legs or the four wheels of a motor car.

But should it happen that an airplane is your means of getting from place to place, you may and you may not know that you are near, or directly over Blowing Rock or any other city. It is one phase of civic activity that has made considerable progress in some sections of the country, while in other sections, cities and towns have not yet awakened to the slightest interest in whether or not cross-country aerial travelers know that they are "Now flying over Blowing Rock" or not.

The National Exchange Clubs, and the women's clubs in a number of cities have promoted movements to have the names of towns displayed prominently on buildings to aid fliers in getting their bearings. In one town, the women bought a gallon of paint and some brushes and set to work themselves to make it possible for passing pilots to identify their town from the air without having to dive down frantically trying to pick the towns name from the side of its railroad station. Where towns are rather far apart, route markers have been painted on paved highways in some cases. When properly marked motor highways are very helpful aids to air navigation. (MORE)

"Air Marking", Aeronautics Bulletin No. 4 of the Department of Commerce, contains concise and detailed information on the subject. Certain basic principles apply to efficient air marking. If a lighter color is used for the characters and a darker color for the background better results are obtained. Tests indicate that chrome yellow used on a dead black background is the best possible color combination for greatest visibility of air markings. Plain vertical lettering is recommended. In marking most types of roof, the markings may be painted directly on the roof itself, using a good grade of linseed oil paint.

The importance to fliers of having towns marked for air travel purposes can hardly be underestimated. It is necessary even for experienced fliers who are accustomed to fly wholly by instrument to check up every so often to make sure that they are on their course. But unless a pilot is flying over familiar territory and knows every barn and churchsteeple by heart, he cannot check the towns on his map unless their inhabitants have already done or will proceed to do some very helpful and important spring painting.

Three New Aerial Working Girls.

Betty Russell, aged 18, who not long since won her limited commercial license, has joined the staff of Curtiss Wright Flying Service at Alameda Airport, Alameda, California. She will sell airplanes and flying courses at this base. Miss Russell and Madeleine B. Kelly, who has been employed as a saleswoman at the Curtiss Wright Alameda base since last Fall, recently raced together at the airport before some 25,000 spectators. Miss Russell is a graduate of the Polytechnic High School at San Francisco.

And, on the other side of the country at the Curtiss Wright Flying Service Boston base, two women are busy organizing a woman's department. Manila Davis, of Brookline, who is a graduate of the New England Conservatory of Music, originally hails from West Virginia where she attended the University for three years. She will sell airplanes and flying courses, and act as official hostess at the base. Jean Cameron, of Cambridge, who has been acting as secretary at the base, will henceforth devote most of her efforts to promotion work. Recently she spoke on the subject of flying before 100 high school girls and boys of Jordan's Junior Aviation League, sponsored by the Boston Traveler. Both Miss Davis and Miss Cameron are up and coming students of the Boston Curtiss Wright School. (MORE)

March 2, 1930

Club Members Polish Up for Air Tour

At the third monthly meeting of the Women's Wing and Prop Club at the Boston Airport, six of the nineteen members announced that they will participate in the New England Air Tour. Lorraine Deffen, president of the club, who is chairman of the Contest Committee of the Boston Chapter of the National Aeronautic Association, urged all the girls who expect to participate in the Air Tour to get in as much cross-country work as possible before May 26th, when the tour begins. It will start from Springfield Airport and end there on May 30th. Ten thousand dollars in prize money will be awarded to the winners.

All women in New England who are licensed pilots or hold student pilot's licenses are eligible to membership in the Women's Wing and Prop Club. The members meet once a month for tea and conversation of a Saturday afternoon. The last meeting was held in the Curtiss Wright hangar; the next one will be held in the East Coast hangar, and so on all around the Boston Airport, without benefit of favoritism. The club is anxious to get in touch with women newcomers in aviation in New England, and if they will write to Miss Deffen at the Skyways hangar at the Airport, she will gladly supply further information about joining the club.

Pilot's License Notes

This week's grist is three new private pilots and two privates gone L.C. This makes a total of 185 women pilots, 151 of them private pilots, 18 limited commercial pilots and 16 transport pilots.

The new pilots are Mrs. Betty Radcliffe and Margaret White of Columbus, Ohio; and Mary Billy Quinn of Long Beach, California. Mrs. Radcliffe and Miss White are graduates of the Curtiss Wright Flying Service School at Columbus, Ohio, and Miss White is now taking the limited commercial course there. Miss Quinn took her training and her license test at the Long Beach Municipal Airport.

The new limited commercial pilots are Alberta B. Worley of Oklahoma City, Oklahoma; and Helba M. Gorby of Pasadena, California. Miss Gorby took her private pilot's test last summer at the Long Beach Municipal Airport on the same date and place as the three other women students, making a graduating class of four women pilots all at once. This betters and antedates the previous record for quantity production of three women pilots on one day at Curtiss Field, Valley Stream, L.I.

(en.) March 2 1930