

From: Women's Department (Clara Trenckmann)
Public Relations Bureau
Curtiss Wright Corporation
27 West 57th Street, New York City
Wickersham 9600

FOR RELEASE -
Sunday, April 6,
or thereafter.

WOMEN AND AVIATION

Number 31

April 6, 1930.

Women as Airport Managers

If you are flying from Seattle to California, or from New York or San Antonio, you will be interested to know that near Los Angeles, at Culver City, there is an airport which is operated by a woman. Margaret Perry of New York and Beverley Hills, California, is one of the first women in the country to manage an airport and probably the first to hold a lease on one in her own name.

Complete service for man, woman and plane will be offered. There will be a hostess house where good food and comfortable chairs will always be available, as well as sleeping quarters for transients. And when one of the I-want-to-see-the-manager type of individual comes sputtering along, it stands to reason that her gracious, "I am the manager" will prove a trifle disarming.

Mrs. Perry is a transport pilot and is among the first half dozen women in the country to qualify for that license. She flew a Wright-motored Spartan in the woman's air derby as far as Fort Worth, Texas, where she was compelled to drop out of the ranks by a case of typhoid fever. Up to this time, she has been flying for sport only. She is a member of the Long Island Aviation Country Club, the New York Junior League and the Women's Aeronautic Association of California.

The only other woman airport manager on record to date is Florence E. Klingensmith, limited commercial pilot, of Fargo, North Dakota, who is in charge of the local airport and all flying operations. But there may be one or two others in the country about whom we have no information.

Nearly three years ago, Marie M. Meyers was managing traffic at old Curtiss Field, Mineola, L.I., when her husband Elmer G. Meyers, traffic manager of the field, was away. When business was brisk she did everything but push ships out of the hangars in person. That was in the days before the name "airport hostess" or even the word "airport" had come into the vernacular. But Marie Meyers "hostessed" and helped manage an airport as early as September, 1927. She is now serving as secretary to Major E. H. Brainard, vice-president in charge of operations of the Curtiss Wright Flying Service. She tells

an interesting story of those early days at the flying field, when the idea of women and flying was still something of an anomaly.

With 200 women licensed to fly today, and something like five times as many learning ~~how~~ as well as the growing number of passenger-flying women, they are a big factor at every airport in the country, both as patrons and on the working staff. At a number of airports where flying services or schools are conducted, women pilots are working together with their husbands in the field activities. At some of the airway terminals, women are helping direct the arrival and departure of planes on schedule.

Latest Version of "Home, James" is "Home, Marie"

"Home, Marie" is the new aerial version of the old expression "Home, James."

When Mary Linda Bradley needs a pair of gloves to match her new gown, her personal pilot, Marie C. Graham flies her right down to Tucson, Arizona, in her Curtiss Robin airplane. Or there may be a bit of sightseeing she wants to get in over in the direction of Buckeye, Arizona. If so, her personal pilot sees to it that the plane is warmed up and ready to take off when its owner says the word.

Miss Bradley is always an enthusiastic passenger and usually comes along whenever her pilot takes the ship out for an airing. Her home is in Ridgefield, Connecticut, but she is wintering in Arizona.

Marie C. Graham has been flying her Robin for her for the past three months. Mrs. Graham, who recently passed her limited commercial license tests, is Arizona's first and only woman pilot, and is probably the first woman in the world to wear the title of personal pilot.

A Look-see at the Book Shelves and the Magazines.

FLYING GYPSIES, by Violette de Sibour, New York, G. P. Putnam's Sons, 1930. Price \$2.50.

"Of course, if you really love big game shooting, the place to go is Indo-China..." "Why don't we fly out?"... Our own little de Havilland Moth. A new motor. Color schemes. Extra tanks. "Safari" emerged from the engineer's hands... Safari is an African word that generally means a trip into the blue... France. Cairo. Persia. India. Siam... Flying over sheer jungle again.....

That is the way the story runs along of a 13,000 mile trip by Count de Sibour and his wife Violette Selfridge. They spanned the Pacific and the Atlantic by boat, with their small plane tucked away in the hold, but returned to their starting place, London, from Cherbourg, on two wings. It is a most engagingly told

story of the fascinating adventure involving a very delightful couple of persons and one silver and cobalt airplane.

Woman's Influence on Air Transport Luxury. From a radio address by Miss Amelia Earhart, first woman to cross the Atlantic by air, broadcast by the National Broadcasting Company in cooperation with the Aeronautical Chamber of Commerce. See The Aeronautic Review, March 1930.

Vancouver Girl Takes up Aircraft Designing. By Anne Morrill. The story of Elsie MacGill, first woman to qualify for the degree of Master of Science in Aeronautical Engineering. See Canadian Air Review, February 1930.

And "The Diary of an Airplane" by Marjorie May Lesser, woman pilot of Albany, N. Y., is scheduled for the April issue of Aeronautics.

N.B. We would be very glad to have advance and current notices of magazines or books having to do with women and flying, or written by women in some phase of aviation.

Pilot's License Notes

With 200 licensed women pilots on record to date, and more coming along with increasing regularity, summer weather and vacation time approaches. It doesn't seem a gross exaggeration in the way of prognostication to judge that there will be 500 women licensed to fly before the end of the year. Time will tell, of course. Of the total of 200, 17 are transport pilots, 22 are limited commercial pilots and 161 are private pilots.

The newest transport pilot is Frances Harrell (Mrs. William Marsalis) who took her transport test the day before she left for Miami, Florida, to join the Curtiss Wright Exhibition Company, which will tour the country to demonstrate the efficiency of modern flying craft.

There are three new private pilots to be recorded this week, and one to be dropped from the list. Clarissa B. Cooper, who has previously been counted in the total has decided to do her flying as a passenger henceforth; and has allowed her license to lapse. Peggy Gauslin of Los Angeles, who is a graduate of the Curtiss Wright Flying Service school at Los Angeles, qualified for her license on February 21. Edna May Cooper, motion picture actress, student of Parks Air College at East St. Louis, Ill., passed her private license test March 14. After completing a three-month's vaudeville tour, Miss Cooper is planning a round-the-world flight, working her way by means of theatrical appearances and writing stories about her trip as she goes. Katherine Rosen, Curtiss Wright Flying Service student passed her license test March 20 at Curtiss Airport, Valley Stream, L. I. Miss Rosen will enter aviation as a profession, and important achievements are expected of her, since she soloed after but eight lessons or four hours and forty minutes of dual instruction.

(END)

- 3 -

April 6, 1930