

From: Woman's Department (Clara Trenckmann)
Curtiss Wright Corporation
27 West 57th Street, New York City
Wickersham 9608

FOR RELEASE -
Sunday, April 13,
or thereafter

WOMEN AND AVIATION

Number 32 - A

April 13, 1930.

Fare-the-well Thou Trusty Hot Dog.

Anything tastes good when you're hungry. But there never was a time when real food attractively served could not produce a sunny smile - - the kind of a contented glowing expression that hot dogs and mustard over the counter could never even tend to approximate - - on the face of the dear old traveling public.

Travelers who fly to their respective destinations are no less fastidious than they were when they traveled in less rapid ways. Last year a number of airports had honestly begun to cater to their need for creature comforts. At various ports of the air, such as the Pan American Airways terminal at Miami; Port Columbus; Toney Field at Pine Bluff, Arkansas; the TAT-Maddux terminals at Louisville and Albuquerque and the Scenic Airways terminal at Phoenix, Arizona, interior decorators and restaurateurs have already done their stuff in the name of the gentle art of dining.

Before long the old let's-eat-and-get-it-over-with attitude toward the subject won't have a leg to stand on at a single airport in the country. As a matter of fact it begins to look as though our airports will tend to become recreational centers as Tempelhof is in Berlin, Le Bourget in Paris and Littorio in Rome.

The new restaurant and ballroom at Grand Central Air Terminal at Glendale, California, is certain to lure many a visitor out from Los Angeles and points near and far. This dining salon on the second floor of the terminal building is probably the finest airport restaurant ever built. It seats 140 persons and cost \$150,000 to construct.

Finished in cool white with a beamed ceiling on which ancient curves appear as modern straight lines, it has the elegance and classic beauty of a modern Athens, an Athens which does its traveling by air. Its large windows overlook the landing area. Plans for dinner dances to be held every week-end have been completed. A permanent orchestra will be engaged and arrangements may be made for parties to dine at the airport and take moonlight flights over the

On the first floor there is a cafe, which consists of a lunch counter and a coffee shop, for those who prefer to dine more informally. The Interstate Company, which is operating the newly opened dining facilities sent one of their experienced men on a five month's tour of inspection of leading restaurants throughout the country, and he will put into practice all the fine points^{of} catering which he has been able to glean. To feed people well on a quantity basis is one of the most specialized arts in the world, and no efforts have been spared to give it an opportunity to function smoothly for the benefit of visitors to Grand Central Air Terminal.

More Women Organize for Flying

The Woman's City Club of Washington, D. C., is probably the first woman's club in the country to include an Aviation Section in its regular program. Mrs. Merrit O. Chase, president of the club who organized the section, states that some of the members plan to own and operate their own planes. She says, "I have driven a car for twenty years, so I don't see why I cannot pilot a plane." She hopes to fly from her country home in Maryland to preside at club meetings. Mrs. Lyle B. Steever is director of the Aviation Section and already holds a student pilot's license. Plans for the section include a flying course and a number of the members are planning to enroll for the course, among them several young women lawyers who plan to live outside the city during the summer months and to fly back and forth to their offices every day.

At the permanent organization meeting of the Woman's Aeronautical Association of Denver, Mrs. Anthony F. Joseph (Angela L.), Colorado's first woman pilot was elected president. Mrs. Joseph holds a limited commercial license and will shortly have enough flying time for her transport. She is assistant manager of Colorado Airways, Inc., which operates a flying school and air taxi service. Other officers of the Denver association are Mrs. J. E. Murray, Mrs. W. Octave Chanute, vice-presidents; Mrs. R. A. Beggs, secretary; Mrs. William Buckland, corresponding secretary; Mrs. Breece Kiler, treasurer.

Three women's glider clubs have recently been organized in California. The Anne Lindbergh Gliders of San Diego meet every day at Lindbergh Field. The twenty girls who are members of the club raised the money to purchase a Bowlus Glider by means of a dinner dance. Three of the club's members already have won glider licenses. They are, Ruth Alexander, licensed airplane pilot; Guinevere Cotter, a

psychology teacher at the State College, and Peaches Wallace. Maxine Dunlap, licensed pilot, who also holds a glider license, is president of the California Glider Club of San Francisco. The Marvel Crosson Glider Club of Los Angeles, of which Jean Staff is president, has barred men from their midst even to the extent of attending to all the mechanical upkeep of their glider themselves.

Wings On Our Feet

News of women pilots who are going places has been coming in so rapidly that travelog space will be set aside in the bulletin for the present.

Mrs. Florence Lowe Barnes of San Marino, California, one of the best-known pilots in the country, has hopped off for the interior of Mexico in her two-place Travel Air, accompanied by a student flyer who will act as interpreter. She is the first woman to pilot a plane into the interior of Mexico....Jane Willis, private pilot and physical education instructor at the Kent School for girls, Denver, Colorado, flew a Curtiss Fledgling to Denver from Dallas, Texas. She completed the 750 mile journey in seven hours and thirty minutes flying time... Sylvia Anthony Nelson, limited commercial pilot of Ardmore, Pa., recently made a hop from Philadelphia to Providence, R.I., and return, stopping in New York en route...Marjorie Stinson, of Washington, D.C., has just completed a little pleasure jaunt to the Panama Canal, Niangua, San Francisco and Hawaii. She reports that flying in Hawaii cannot be equalled anywhere else that she has flown to date....And Margery Brown, of New York, who is traveling in Italy, reports that she hopes to take up a Breda cabin plane at Milan and also to fly from there to Rome.

Pilot's License Notes

One new transport and one new limited commercial pilot is this week's grist, bringing the number of transports up to 18, leaving the number of L.C.'s at 22; and making the number of privates 160, with the total number of women pilots still at 200.

Anne Lincoln, of Louisville, Kentucky's first woman pilot, passed her tests for the limited commercial license on March 15th. La Velle Sweeley, former L. C. Pilot, is the wife of Lieutenant Wm. R. Sweeley, of the Army air base at Long Beach, Cal. She soloed in 6 hours and 56 minutes. She has flown practically all types of Army planes and about 15 of the commercial types. She says that now that she has her transport, she feels that she can really learn to fly because she won't have to worry about passing more written examinations. She is one of the first of the wives of fliers on active duty in the government service to qualify for a pilot's license, and the first transport pilot among the aerial service wives.

The Countess Giacinti Bonmartini is the first woman in Italy to qualify as a licensed pilot.