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WOMEN AND AVIATION

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So Very English

In case a woman makes so bold as to set foot on a flying field, C. G. Grey, English writer on aviation, would personally feel inclined to take her aside and whisper discreetly into her ear, "At such and such a number on such and such a street there is a very excellent matrimonial agency, and of course there are always the wife-wanted advertisements in the London Times."

He honestly feels that the best help that a woman can give to aviation is to marry an aviator or give birth to one, "so as to make the men-folk in aviation happier and more efficient." He does not even admit that she might come in handy as paying ballast on airway lines.

Having devoted one-half of the half page he gives ~~women~~ in his series "On How to Get into Aviation" appearing in the Aeroplane, to telling women how inferior they are in every way to men and what the worst thing wrong with them is, Mr. Grey outlines some of the positions that women can fill in aviation.

He begins with the workshops where women are employed on light machine-work and assembly work and for fabric covering and doping. As tracers and in physical research, a girl, he says, may <sup>also</sup> make herself quite useful. If she will go into an office he gallantly assures girls that there are secretaries to directors, "with just as much power as the directors themselves and often a great deal more influence." And he seems to expect that the majority of all women interested in aviation will scurry to a typewriter desk muttering gleefully, "Goody, goody, maybe I can be a power behind the throne some day." The publicity end of advertising in aviation is a possible field for women also. However, the very word publicity is nothing short of anathema to Mr. Grey.

As for the flying itself, he whisks all that aside with an impatient and arbitrary "No government in its sane senses is ever likely

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to allow women to act as regular air-line or charter pilots." He suggests that the best opportunity for them in the flying end of it is as secretaries of clubs or flying schools or privately-owned aerodromes, and admits that it is logical to expect that "they should display some competence at the catering side of such institutions."

In closing, he pats the Young Woman on the head gently, gently, and tells her that there is really "no harm in her being a pilot."

Knowing little of the status of women in flying in Mr. Grey's country, it is difficult to gauge the accuracy of his summary. Certain it is that his point of view is excruciatingly male-English and that in coming in contact with it, one feels like heaving a deep sigh of thanksgiving, if one happens to be a woman and interested in aviation, that one was born in these United States of America. However, even a casual knowledge of the achievements of Lady Mary Heath, of Mrs. Elliott-Lynn and Lady Mary Bailey, inclines one to the opinion that Mr. Grey doesn't know the half of it - - even for England.

#### Direct to Hotel Service

A modernized version of "Here comes a taxi, go get the bags, boy" turned up recently at a hotel on the Florida coast. Paraphrased to suit the occasion, the order was, "Here comes an airplane, go fetch the bags, boy."

Leslie B. Cooper, sales manager of the airplane division, Curtiss Wright Flying Service, and Mrs. Cooper, on a vacation trip to Florida drew up for a landing alongside the Atlantic Beach Hotel in the town of the same name in a three-place Curtiss Challenger Robin. The sandy stretch of beach proved an admirable landing place, and Mr. Cooper brought his plane down so as to reduce the number of steps necessary between it and the hotel entrance to a minimum.

The bell hop appeared to shift the bags from plane to rooms, the Robin was hitched up securely, and a couple of New Yorkers were all ready for a four-day vacation.

#### Wings on our Feet

And now it seems that a flight by Gladys O'Donnell, transport pilot of Long Beach, California to Mexico City, antedates the flight by Florence Lowe Barnes recorded last week. She flew there and back in the speed-wing Waco in which she won three of the four women's closed-course races at the National Air Races last August. This is the first solo flight but the first flight by a woman into

the interior of Mexico. While in Mexico, Mrs. O'Donnell took out a transport license for that country. . . The Duchess of Bedford, who is 64 years old, recently made her first solo flight and shortly thereafter she took off with a pilot and a co-pilot for an 18,500 mile flight to Cape Town and return from Lymphne, England. She will share the controls. . . Lorraine Defren, president of the Women's Wing and Prop Club of New England, flew down from Boston recently via Colonial Airways. She reports that Marjorie Doig of Danbury, Conn., hopped up to Boston for the April meeting of the Wing and Prop. . . May G. Schaefer, an officer of the Eastern Division of the American Federation of Soroptomist Clubs traveled to Boston recently in a Colonial Airways plane for the organization meeting of a Soroptomist Club in that city. She reports that Mrs. Ruby Lee Minar of Washington, D. C., national president of Soroptomist traveled by air exclusively during a recent trip to their western clubs.....News of women who are flying places, whether it be as pilots or passengers, will be welcome for this weekly travelog.

#### Pilots' License Notes

One new pilot this week brings the total number of women pilots up to 201. Two L.C.'s and a private gone transport and the one new private make the figures read to date:- 21 transports, 21 limited commercial pilots and 159 private pilots. Three transports in one week is quite a tidy crop.

Dorothy Pressler, L.C. student and clerk in charge at Curtiss-Wright Flying Service, Oklahoma City, Oklahoma, took her private license tests recently. Elinor Smith, of New York, holder of the women's altitude record, took her transport test while she was on a vacation in Rochester, N. Y. Edna M. Coulter of Long Beach, California, (the town incidentally which boasts a higher percentage of women pilots per population than any other in the United States) passed her transport test last month. Miss Coulter taught Latin for ten years in Williston, S.D., previous to moving to Long Beach. She soloed in four and a half hours, within twelve days of her first lesson. Miss Coulter is buying a three-place open "job", (kind not specified), and grooming herself for this year's woman's derby. Laura Ingalls, secretary of the Universal Flying School at Robertson, Missouri, passed her transport test on April 10, at Lambert-St. Louis Field.