

From: Woman's Department
Curtiss Wright Corporation
27 West 57th Street, New York City
Wickersham 9600

FOR RELEASE -
Sunday, June 15
or thereafter

WOMEN AND AVIATION

Number 38

June 15, 1930

Dick and Betty Jane Organize to Aviate

The boys and also the girls in high schools and junior highs all over the country have elected presidents, vice-presidents and all the rest of it and organized themselves into groups whose solo purpose is to learn all they can about flying.

A New Jersey high school principal recently remarked that the students of his school are more interested in flying than they are in any other subject either in or outside the school curriculum. A prize was offered at this high school for the model airplane which would fly the longest. The winner's model was turned loose in the assembly room for a demonstration flight and stayed aloft for twenty minutes much to the enthusiastic delight of the entire student body.

Every high school club must have its faculty sponsor, and while many of the aviation clubs have men instructors as sponsors, a number of them have women serving in this capacity. One of the pioneer high school clubs is the Washington Junior High School Aeronautics Club of Mount Vernon, N.Y., which is three years old. Their faculty advisor is Mrs. Laura B. Harney, who is a mathematics teacher in the school. In order to prepare to teach them intelligently, Mrs. Harney registered for some ground school courses, and not content with steeping herself in the theory of aviation, she went out to Curtiss Airport on Long Island and took enough lessons to get an airplane pilot's license. She says, "They formed their club, boys and girls bright as buttons, and I couldn't very well afford to have any of my pupils know more than their teacher."

This club meets for an hour every Thursday after^{noon}/during school-time. It has a membership of 70, of which twenty per cent are girls. On June 12th, the club gave an aeronautical show of their own to which pilots of the vicinity and other distinguished guests were invited. They had on exhibition, model airplanes, scrap books, note books, souvenirs, photographs of historical value, books and magazines.

One of the largest of the high school clubs is the Aviation Club of Cochran Junior High School, Johnstown, Pa. This club, organ-

ized last November with a membership of 25, now has 109 members. Nearly fifty per cent of them are girls. Frances M. Moore, its sponsor, who was a student pilot when the club was organized, became a licensed pilot several months ago. Meetings are held every Tuesday after school hours.

Among the subjects taken up are: nomenclature, model building, air traffic rules and regulations and the theory of flight. Miss Moore prefers to remain very much in the background, and to let the members plan their own programs. They frequently have addresses by visiting pilots. Recently their teacher-pilot conducted an examination in the club, which included 50 questions based on aviation nomenclature and air traffic rules and regulations. An unusually large number of very creditable papers were turned in, and the girl and the boy who obtained the highest averages were given a ride over Johnstown and surrounding territory in an airplane as a prize.

Another high school club which has a woman instructor as a sponsor is the Aviation Club of Central High School of St. Joseph, Mo. Sarah C. Spencer, its sponsor, reports that the club meets weekly during the thirty-minute Home Room period. The program consists of talks by student members and by aeronautical experts. Among club activities are visits to the local airport and aircraft factory, contests in model building, showing of aviation films, and the presentation of aviation programs before meetings of local grown-up's organizations. The club is two years old, and twenty of its sixty members are girls. There are about twenty different clubs for the students of this high school to choose ^{from} - sports, dramatics, art, electricity, needlework, etc., - and one-tenth of the entire student body chose to join the aviation club.

Washington Wings is the name of an aviation club for girls at George Washington High School in Los Angeles, whose sponsor is Helen Irene Hyde, licensed pilot. This teacher-pilot also has a class in commercial aviation in the high school, which is attended by thirty students. At Southern High School in Baltimore, the thirteen members of the Southern Eagles are building a life-sized airplane. Seven of the members are girls, six of them boys. J.T. Blackiston, automotive instructor at the school is in charge of the club, but his two assistants are Miss O. B. Hilford and Miss Gretchen Ebert, both instructors at the high school.

Ground School Diplomas for Girls' College Students

A kind of certificate never heretofore awarded to graduates at a college commencement was awarded to five members of the graduating class at Mason Junior College and School for Girls at Tarrytown-on-Hudson this spring. These five girls had completed the ground school course in aviation offered as part of the school curriculum and conducted by Roland H. Spaulding, director of the Curtiss Wright Flying Service ground school in New York. Miss Mason's school was the first in the country to offer a regulation aviation ground course to women.

A Man's Point of View on the Lady Pioneers

"There has not been a single step in aviation's development in which the student woman, the woman of action or the woman of derring-do has not played an important role." So says G. K. Spencer in an article entitled Pioneer Women of Aviation in the May issue of the Sportsman Pilot. He has assembled a number of little known bits of interesting information about feminine achievements aeronautical.

As far back as 1800 women had begun to make a name for themselves in aviation other than as christeners or ultra-ornamental passengers. Page one in the history of women and flying was written in France by Madame Blanchard, who served under Napoleon as the only woman and the second chief of air service in history. Queen Marie Antoinette of France, and the English girl who later became Lady Carteret lent active and substantial support to aviation in its birthing-pain days. In America, Katherine Wright, Mrs. Alexander Graham Bell, Harriet Quimby and her contemporaries did their share toward furthering the cause of heavier-than-air craft flying.

Mr. Spencer points out that because the events in which they participated are still more or less recent, we are inclined not to recognize fully the importance of the women who piloted planes between 1910 and 1914. "That tremendous courage," he says, "which led those few earlier women to step from their accustomed niches in the scheme of things and dare to fly the flimsy crates that fascinated them, is still to be honored. We of their generation can hardly estimate the high place which history will some day accord them."

Pilots' License Notes

This week's grist is 4 new private pilots and one new transport, making the total number of women pilots 211, with 22 of them transport, 25 of them limited commercial pilots, and 164, private pilots.

The newest transport is Betty Huyler Gillies (Mrs. B. Allison) of New York. Mrs. Gillies owns her own Gypsy Moth and does considerable cross country flying. She has had her limited commercial license for some time and already has 209 solo hours to her credit. Both she and her husband are members of the Long Island Aviation Country Club, and B. Allison Gillies is vice-president of the Loening Aeronautical Engineering Company.

Mrs. Dollie Vocco of Evanston, Illinois, has had her private license for some time, but through a misunderstanding, was not counted into the record before. She is a graduate of the Curtiss Wright Flying Service School at Glenview, Ill., and is nearly ready for her L. C. license tests. Mrs. Vocco lists her profession as housewife. She has a radio set which fits into her flying helmet, and makes it a habit to do her listening in to Amos and Andy and the rest of them a thousand or so feet up in the air.

Helen Irene Hyde, private pilot not reported previously, is a teacher at the George Washington High School in Los Angeles. One of her classes there is in commercial aviation and she is also faculty adviser for an aviation club of girls. She had all her training at the Warren School of Aeronautics. Miss Hyde has thirty hours' time toward her L.C., and hopes to have that license by the end of this summer vacation.

Elizabeth R. Tenney of Montclair, N.J., student at the Curtiss Wright Flying Service School at Caldwell, N.J., recently passed her tests for a private pilot's license. Miss Tenney is doing personnel research work at a department store in Montclair. She recently gave a talk on the opportunities which aviation offers girls at Vassar College, as one of a series of vocational conferences for seniors which that institution offers every spring. Mrs. Margaret Holcombe of Newport and N.Y. City passed her private pilot's test at L.I. Aviation Country Club recently. She is the wife of Commander R. P. Holcombe and has been flying for some time.

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