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WOMEN AND AVIATION

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"Racial" Co-education Rears a Diffident Head

Should women compete in the same events with men?

Never! says the Federation Aeronautique Internationale which is the body officially in charge of all aerial competitions and whose decisions are enforced in the United States by the National Aeronautic Association.

No, never! agree the printed rules and regulations for events at this year's National Air Races, August 23 to September 1 at Curtiss Reynolds Airport, Glenview, Illinois, outside Chicago.

Well, hardly ever.....an announcement of a mixed-doubles relay race for men and women, which comes from the 1930 National Air Race Committee, seems to say.

This race will be the one exception to the old FAI ruling which strictly prohibits men and women from competing with one another in authorized airplane meets. Noted men and women pilots will be paired for the mixed-doubles relay in a race from Chicago to Cleveland and return. Only one pilot will be at the controls at a time, flying one-half of the race.

Whether the spirit of the FAI rule will be preserved relatively intact, the male contenders flying one lap and the women the other, or whether the relays will be truly mixed, with men and women racing against one another, has not yet been decided. At any rate, it will be a unique event, and one showing how women pilots stack up in the same race with men.

Baltimore Junior Leaguers Organize to Fly

I am interested in aviation _____

I am interested in learning to fly _____

I will attend the tea _____

This questionnaire, calling for definite yes'es or no's in the blank spaces, has been sent on cards to Baltimore girls, together with a letter outlining tentative plans for a flying club of twenty-

five members. Five Baltimore Junior League members signed the letter.

Forty girls, twenty of them Junior League girls, attended the tea at Curtiss-Wright Airport. Because so many of those present were leaving shortly to be gone most of the summer, it was decided to postpone final organization until they all get back to town. The group was firm in its decision to form a flying club of its own in the fall. Curtiss Wright Flying Service has offered them a club-room in one of the hangars and will furnish it to suit their taste. When they are organized for flying, Baltimore will have two women's flying groups, and, judging by the interest among girls and women of that city in aeronautical matters, there will probably be others before long.

Wings on Our Feet

Phoebe Omlie, first woman to hold a transport pilot's license, was awarded the reliability trophy in the Second All-Indiana Air Tour sponsored by the Indiana Aircraft Trades Association. The committee of award decided that Mrs. Omlie, of all the pilots in the tour, complied best with the rules and regulations. The silver trophy is a graceful female figure holding aloft an airplane. . . . Eight members of the 99 Club attended the dedication of the Allentown (pa.) Airport, as guests of Dorothea Leh of that city. . . . Amelia Earhart, Gladys O'Donnell, Mrs. Keith Miller and Blanche Noyes, flew to Chicago recently to discuss details of the woman's derbies with the National Air Race Committee. . . . A territorial conclave of licensed women pilots, members of the 99 Club will be held in Dallas next month, according to Jean La Rene, governor for the South Central section. A definite date for the meeting has not yet been set. . . . Margaret Thomas has been elected president of the Dallas Girl's Flying Club, which plans to buy its own ship within the near future.

Pilot's License Notes

Seven new private pilots in the ordinary course of events of one week, hangs up a new record for quantity production of women pilots. The score now stands at a total of 223, with 172 private, 1 industrial, 27 limited commercial and 23 transport pilots. Three of the new pilots are from California, which brings that state's number of women pilots up to 59, or better than a fourth of the total.

Dorothy Hester, one of the new private pilots distinguished

herself the other day by completing three out of five attempted outside loops. It is believed that no woman has ever before performed an outside loop. The fact that Miss Hester only recently become a licensed pilot makes her feat even more noteworthy. It would have been interesting, no doubt, to be present at Tex Rankin Airport, Portland, Oregon, and listen to the "Look at the woman, she's doing it!" and "Do you mean to tell me that that's a woman up there?", etc. comments at the time Miss Hester performed those loops. She is only 19 and her home is in Portland.

V. Leora Blaisdell, of the department of commerce of the Central High School, Kalamazoo, Michigan, recently qualified for her private license. Last fall, Miss Blaisdell wrote a series of articles on learning to fly for Air Travel News.

Mary Lyndall, seventeen-year-old Germantown, Pa., High School student is another of the new private pilots. She learned to fly at Central Airport near Philadelphia.

The other private pilots, about whom further information is lacking, are Tholma V. Anderson, Los Angeles, Cal.; Gertrude M. Meyer, Montabello Park, Cal.; Dorothy S. Reid, Beverly Hills, Cal.; Mrs. Valentine G. Sprague, Los Angeles, Cal.

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EDITOR'S NOTE: Whenever a woman receives her pilot's license or increases her license rating, we would appreciate notification of that fact as soon as possible after it happens. We would be glad to have at the same time, information as to where and in what school she learned to fly; whether she learned to fly for the fun of flying or because she plans to earn her living at flying or in some phase of aviation; how long it took her to solo; what her occupation is, if any; her age, and any other vital statistics she or a representative of her flying school may care to send in to the Woman's Department, Curtiss Wright Corporation, Public Relations Bureau, 27 West 57th Street, New York City.

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