

Chapman  
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### WOMEN AND AVIATION

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#### Airplanes May Express Color Individuality

"Nobody would want to drive a shabby car, and why would they enjoy an airplane which is not attractive?" asked Miss E. A. Samarow of Montreal the other day as she critically surveyed her new Moth plane with its carefully planned color scheme, which includes silver wings, yellow struts, a blue fuselage and black top decking with a yellow stripe.

This woman pilot, who is the first Canadian woman to own and fly her own ship gave voice to an attitude which is common to all women who buy planes as well as to a great many men. Like an automobile, an airplane may be just as individual from a color standpoint as its owner chooses to make it, and offers just one more opportunity to express our innate love of color and color combinations. As a matter of fact, because of its particular design and the element through which it flies, the airplane offers more scope for the expression of color individuality in a large way than most things.

The woman who gave vent to her feeling for color in her motor car and her gowns, in her window drapes and rugs, in the tiles of her bathroom and even in the coloring of her saucepans and her can-openers, can now sit back and let her imagination luxuriate with the problem of what color or combination of colors she will select for her airplane. All the while she can be remembering how the sun catches and enhances the tints in the wings of a dragon-fly or of a bluejay and endeavors to turn its bright rays to advantage in her own flying craft.

Many women pilots have already taken their color-stand in the matter of airplanes. Violette de Sibour traveled with her husband to Indo-China in a silver and cobalt Gipsy Moth plane. Phoebe Om lie, first woman transport pilot, has chosen to fly a Monocoupe painted an entrancing shade of scarlet. Amelia Earhart, who holds the woman's speed record, selected a gleaming white Lockheed for her speed runs. Her own plane is red, and its two predecessors were blue and silver and bright orange. Mrs. Beryl Hart, newest transport pilot owns a bronze-winged Travel Air that catches the reflections of the

sun and gives them back with interest in copper and gold.

Marjorie Stinson, who was teaching men to fly when women fliers were limited to a handful, has a plan for an airplane in pale orchid that sounds quite entrancing. Robin's egg blue and silver is a combination which a California woman recently selected for her plane; cream and purple is another color scheme for an airplane which was placed on order by a woman customer. And so it goes. A complete survey of all the planes owned by women would undoubtedly reveal a delightful and unlimited variety of information about colors singly and by two's and three's and maybe more's.

#### Another Airport Hostess

North Dakota's first woman pilot, Florence E. Klingensmith, has in her the fine courageous spirit of pioneer days. She has worked in a logging camp in northern Minnesota, she rode the range as a sheep herder in Montana, and she earned her flying lessons by the hard road of sacrifice, poverty and discouragement. By means of initiative and the gift of gab, she convinced enough people that if she had an airplane she could make it pay for itself in cash and advertising value to materialize the plane. Since then, she has hopped passengers, sold tickets for airplane rides, and served as operations manager of a small airport, as well as her own mechanic.

Now she has her limited commercial license and enough time for her transport. Her apprenticeship of grease and dirt and hard work are behind her and she is ready for the nice "clean" job of airport hostess to which she was recently appointed by Northwest Airways, Inc., one of the pioneers among the airlines. She will be stationed at Minneapolis Airport, and it will be her job to see that the terminal is so conducted that every passenger who passes through get proper attention in the way of comfort and well-being.

#### Pilots' License Notes

Last week's total was 223; this week's is 235, making a difference of 12 new women pilots present and accounted for. Eleven of the newly licensed women fliers are private pilots, 1 of them is a limited commercial pilot. Moreover one private pilot previously on the list has gone L.C., another of the privates has gone transport, and one L. C. pilot previously recorded has qualified for a transport license. The records of the women pilots to date then read:

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Private pilots.....181  
 Industrial pilots..... 1  
 Limited Com'l pilots... 28  
 Transport pilots..... 25

Total number of women pilots..... 235

We still think, and the present rate of increase more than bears us out, that by December 13, 1930, there will be 500 women licensed to fly in this country.

Alicia Patterson Simpson of New York City, who owns two Laird planes of her own, and who has written some interesting magazine articles on the subject of flying has changed her license rating from private to transport pilot.

Beryl T. Hart, L.C. pilot of New York City, student of Newark Air Service, took her flight tests in her Travel Air plane on July 2, at William Penn Airport in Philadelphia. Eight months ago, Mrs. Hart took her first flying lesson, and her instructor, W. S. MacLaren stated that he knew of no other woman flier who had obtained her transport license in such a short period of time. Mrs. Hart won a prize in a woman's race at the dedication of the Allentown (Pa.) Airport in her Travel Air. It is now being streamlined and its engine overhauled for further racing activities.

Isabelle Chappell, private pilot of Akron, Ohio, qualified for her limited commercial license on June 25. She has been receiving instruction at the Municipal Airport for a little more than a year and is the first girl in the Akron district to qualify for this rating. She plans to go on working for her transport now. Miss Chappell is employed in the time-keeping department of the Goodyear Tire Company.

Beulah Unruh, who earned her money to fly on by waiting on hungry customers at a Childs Restaurant on Fifth Avenue in New York City, qualified for her limited commercial license at Curtiss Airport, Valley Stream, L.I. She began her instruction on November 5 and qualified for her L.C. license on July 7, which is making excellent time considering that she had only her off days to practice in most of that time.

Maxine Miller of Tulsa, qualified for her private license on April 15th it seems and is now well on the way toward her L.C. She is the first Tulsa woman to get a license and was all for teaching kindergarten when she got sky-fever. She is 19 years old.

Helen Richey, daughter of the superintendent of schools of McKeesport, Pa., passed her private pilot's tests on June 29th at Curtiss-Bettis Airport, Pittsburgh, Pa. She is a graduate of Curtiss-Wright Flying Service. Something like 10,000 persons watched her go through her test flight with great interest as she is the first woman to qualify as a licensed pilot in Pittsburgh. She acted as a co-pilot during the recent Pennsylvania Air Tour.

Louise G. Vamos, Curtiss-Wright student at Cleveland, recently passed her private pilot's tests. Miss Vamos formerly played in the Ziegfield Follies in New York, and is one of an increasing number of stage and screen actresses who are taking up flying in an intensive way.

The other new privates, about whom further information is lacking are: Dorothy T. Black, Detroit, Michigan; Deborah A. Dixon, Baltimore, Md.; Rachel E. Donnell, Olive View, Cal.; Gerry Honomich, Tulsa, Okla.; Mildred V. Milliken, St. Louis, Mo.; Mrs. H. H. Prince, San Mateo, Cal.; Carol R. Taylor, Baltimore, Md.; Esther N. Warner, San Mateo, Cal.

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