

From: Woman's Department
Curtiss-Wright Corporation
27 West 57 Street, New York City
Wickersham 9608

FOR RELEASE -
Sunday, July 27
or thereafter

Number 43

WOMEN AND AVIATION

July 27, 1930

270 Woman Pilots

Nearly four times as many women can fly an airplane today as could do their stuff in the cockpit a year ago at this time. There is no better yardstick with which to gauge the increasing interest among women in flying that the consistently high rate of increase in the number of women pilots. In January 1929 there were 34 women holding pilot's licenses in this country; in July 1929 - six months later - there were 70. In January 1930 there were 126; in July 1930 there are 270.

The total of 270 is based on a new list from the Department of Commerce which contains the names of 260 women pilots, to which were added ten new pilots reported since the list was compiled. The Woman's Department of Curtiss-Wright Corporation, which endeavors to keep a record of women pilots, believes that, if it were possible to include the names of all women who have actually passed the tests for a pilot's license all over the country, the total would be at least 280, or exactly four times the total of a year ago. By the end of this year it is believed at least 500 women will have qualified to fly planes.

Of this number 24 hold the transport pilot's license, which is the highest license awarded by the Department of Commerce and requires 200 hours at the controls, or 200 hours of flying time. Thirty-two hold the limited commercial pilot's license which requires 50 hours of flying time; and 13 hold the private pilot's license which requires ten solo hours in the air.

Thirty-eight states now have women pilots, with California topping the list at 79 or better than a fourth of the total. New York is second with 38 women pilots; Texas and Michigan rank third and fourth with 15 and 12 women pilots respectively. Massachusetts, Ohio, Oklahoma and Pennsylvania each have 11 women pilots. Connecticut and Missouri have 8, Illinois has 7 and New Jersey 5. Colorado, Maryland, Washington and Wisconsin have 4 women pilots each; Florida, Georgia and Indiana have 3 apiece. Seven states, namely, Arizona, Delaware, Kansas, Minnesota, North Carolina, Oregon and Tennessee, each have 2 women pilots, and the District of Columbia also has two.

The following 11 states - Iowa, Kentucky, Mississippi, Montana, Nebraska, Nevada, New Hampshire, Rhode Island, South Dakota, Utah and Virginia - are represented on the list by 1 woman pilot. Hawaii has 1, and the remaining pilot necessary to make up the 270 is doing her flying abroad at present.

The ten states which as yet have no woman pilot stationed within borders are Alabama, Arkansas, Idaho, Louisiana, New Mexico, North Dakota, South Carolina, Vermont, West Virginia and Wyoming.

Editor's Note: In next week's bulletin we plan to bring a state-by-state list of women pilots.

A Flight Over the Continental Divide

Early one morning I started out from Curtiss Airport at Denver headed straight west toward the Rocky Mountains. It was to be a steady climb until we reached the Divide and crossed it. The Gipsy Moth and I were soon over the foothills - well above them. It was fun to watch the roads wind around in most peculiar fashion. Why do they bother to go around this knoll or over that creek? The slopes look so gentle.

As we drew nearer and nearer the big range the valley grew very narrow. What landing fields there were looked smaller and more impossible, and the main range seemed suddenly bigger and higher than ever before. We came closer and closer to the range. I glanced at the altimeter-15,500 feet-and the range was only 12,000 feet high at this point. So we sailed over it, looking down on the jagged peaks. Immediately the hills dropped away into a long low valley. We glided down above it.

I glanced at the fuel gauge - it was below half full and we were half way to our destination. I noted that I would have to stop somewhere for fuel. A short way ahead was Kremmling, which is one of the few mountain towns where it is possible to land and take on more gasoline.

I located the field and the runway was clearly visible. Only one, but it seemed plenty long enough. I circled over the town and saw the people get into their cars and head for the field. I throttled down the engine for a landing, but suddenly noticed something across the middle of the runway? A closer look revealed that it was a fence which made the runway just half as long as it should have been. I gave her the gun, cleared the fence, and flew on around, noting care-

fully the length and condition of that half of the runway left for use. It was rather short, but possible, so I flew on around and came in for a landing.

By that time the whole town was there - men, women and children. One of the men went to town for the gasoline and in the meantime everyone began examining the plane. After a while a man suggested to another that they go back to town and finish their job. "No sir," said his friend, "This may be the only plane in here this summer, and I'm going to see her off!"

Finally the gas arrived and I was soon on my way again. The remainder of the trip was uneventful, but I will never forget the beauty of those mountain peaks all around and under me, and of the little mountain lakes glancing out here and there.--JANE W. WILLIS.

Editor's Note: Miss Willis is saleswoman and demonstration pilot for Curtiss-Wright Flying Service at Denver, Colo. She has made a number of cross-country demonstrations tours since she gave up teaching "gym" for piloting as a means of livelihood.

Women's Air Derby Details

Final arrangements for the Women's Western Derby as announced by the Race Committee fix the starting point at Long Beach Municipal Airport, Long Beach, California, with the finish at Curtiss-Wright Reynolds Airport, Glenview, Ill., during the National Air Races. This derby will cover 2,365 miles and control points have been designated at San Diego, Phoenix, Tucson, Douglas, El Paso, Roswell, Lubbock, Amarillo, Wichita, Kansas City, St. Joseph, Des Moines, Madison and Elgin. Entries are limited to planes of 800 cubic inch displacement. Gladys O'Donnell of Long Beach was the first pilot to sign up for the derby.

The Women's Eastern Derby will start from Washington, D.C. It will be routed south as far as Atlanta and then westward and up the Mississippi Valley. Entries are limited to planes of 500 cubic inch piston displacement.

Sectional Meetings of the 99's

The July meeting of the South Central section of the 99 Club was held in Dallas, Texas. The following girls attended the meeting: Wier Aldridge, Beaumont, Tex.; Edwyna McConnell, Fort Worth, Tex.; Jean La Rene, Kansas City, Kan.; Dorothy Pressler, Oklahoma City; Dorothy Stocker, Houston, Tex.; Nora White, Kansas City, Mo.; Josephine Chatten Wood, Altus, Okla. Dorothy Pressler was the only girl who flew in. Jean La Rene, governor for the section, started there in a ship, but was forced down in a corn field, and she and her passenger, Nora White, went the rest of the way by train. This was the first meeting of the section. The next one will be held in Chicago during the Air Races, Aug. 23 to Sept. 1.

99's of the New England and New York and New Jersey sections of the club met at Albany Airport, Albany, N.Y., with Marjorie May Lesser acting as hostess, on July 12. Here is who came and how: Mary B. Bacon, Boston, in a Stearman; Betty Huyler Gillies, N.Y. City, in a Curtiss Robin; Candis Hall and Nancy Hopkins, N.Y. City, in a Bird; Mrs. Laura Harney, Mt. Vernon, N.Y., by train; Kay Ruland, Syracuse, N.Y., by automobile; Bernice Blake, Manchester, N.H.; Mildred H. Chase, Teddy Kenyon, Keet Mathews, Boston, all four in a Ford Tri-Motor transport plane. The August sectional meeting is to be omitted because of the Chicago Air Races, and the following meeting will be held in Hartford on the first Sunday in October. Mrs. Lesser is governor of the New York section.

The August issue of Physical Culture has an article entitled "Our Girls Are Flying Now" by Grace Leake.

July 27, 1930