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WOMEN AND AVIATION

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Knee Deep in Aviation for Eleven Years

-by-

Florence O. Bergstrom.

I was teaching school in Minnesota when I became so fascinated with the idea of doing war work that I landed in the Laundries Branch of the War Department in Washington, D.C., as secretary to the man in charge of the branch. If you don't think we had a monumental task on our hands, get several hundred thousand soldiers to send you all their dirty clothes some time, your job being to get all such clothes back to all those soldiers, each man his own nightshirt, nothing ripped, everything clean.

Came the Armistice, and an opportunity to be secretary to the editor of U.S. Air Services, one of the oldest aeronautical magazines in the United States. Its first issue had appeared in February, 1919. Beginning with the May issue of that year, I transferred my Scandinavian enthusiasm to this publication, with which I have been connected ever since.

When I joined the staff everybody was working hard to cover the first trans-Atlantic flight so brilliantly performed by the Navy. It does not seem possible that eleven years, or exactly the number required by the Act of Congress before the men who performed this flight were awarded the gold medals just presented to them, have gone by since that time.

Of course my log is unimportant except to me. I have not been able to become a pilot for several reasons, but have flown always when the oppor-

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and for the July, 1930, issue I just now finished preparing an account of the 10,000 mile solo flight of Amy Johnson from London to Australia, and proof-reading an article entitled "It Doesn't Take Courage to Fly - That's Absurd" by Novetah Holmes, professional woman aviation writer. I represented the magazine at other shows, including the one in Washington in 1927, and the National Air Races and Exposition in Cleveland in 1929.

In this work of publishing an aeronautical magazine I have found much excitement as well as romance. I have come constantly in contact with men and women who, as fliers or other/<sup>wise,</sup> are doing everything possible to promote aeronautics. It seems to me, after comingling with them for nearly twelve years, that they represent, as a group, one of the very finest, most sincere, courageous and generous cross-sections of America to-day.

Editor's Note: Miss Bergstrom is Secretary of the Air Service Publishing Company, which publishes U.S. Air Services. She is the author of a goodly number of articles which have appeared in that publication from time to time.

#### Women's Derby Notes.

At least two of the trophies for the women's air derbies this year will be provided by women's organizations. The Women's Aeronautic Association of Southern California will contribute a cup for the derby which leaves from Long Beach, California, and the Women's City Club of Washington, D.C., will contribute a cup for the eastern derby, which leaves from that city.

The Women's Eastern Derby will include planes in the light plane class and will leave on or about August 22 from Washington for the National Air Races at Curtiss-Reynolds Airport at Glenview, Illinois. On the evening before they start, entries will be entertained by a dinner and reception at the Women's City Club. One of the features of the evening will be the presentation of diplomas to the pioneer ground school class of the club's aviation section. The Washington Women's City Club was the first woman's organization in the country to include an aviation section in its regular programme.

The Southwestern Division of the 99 Club was summoned to a dinner meeting at Long Beach Airport, Long Beach, California, to hear plans for the Women's Western Derby outlined in detail.

### Wings on our Feet

Florence Lowe Barnes, well known pilot, has purchased a Travel Air Mystery Ship to do her flying in. She is the first woman to own this type plane which is the fastest commercial airplane in the world...Laura E. Kerr of Pittsburgh has accepted delivery on a Sikorsky S-39 amphibian from the factory....Women are taking part in increasing numbers in air tours all over the country. Nancy Hopkins, district sales manager for Kittyhawks, and Candis I. Hall, both of New York City, joined the New York state air tour at Binghamton and finished with it. Other women on the tour were Mrs. Leslie H. Bowman who is half of a flying couple, Joan Crichton and Irene Priesby, secretaries to officials in the tour. Mrs. L. E. Britton of Ypsilanti and Vera Brown of Detroit piloted planes through the Michigan Air Tour. Miss Brown flew solo and Mrs. Britton carried her husband as a passenger. Mrs. Britton used her own Waco, Miss Brown a Kinner powered Bird. V. Leora Blaisdell, of Kalamazoo, Mrs. Adele May Connors and Kate Westover of Battle Creek, acted as co-pilots on the tour. There were also a number of women passengers....Two French-women and two German women pilots will pilot planes in the second annual International Air Tour competition of Europe, which starts from Tempelhofer Feld, Berlin, and is under the auspices of the F.A.I. ....Margaret Perry, transport pilot, is opening a flying school at Culver City Airport, of which she is lessee and manager....Mrs. Oscar M. Anderson has been appointed agent for Mamer Air Transport at Great Falls, Montana....Beryl T. Hart, who recently qualified for her transport license, and W.C. MacLaren, her instructor, are planning a round-trip flight to Paris. Mrs. Hart will act as co-pilot....Helen G. McLeod and John R. Bazley, operations manager of Curtiss-Bettis Airport, Pittsburgh, were married in a Curtiss Condor recently. The wedding ceremony was performed 5,000 feet up, in a milieu of flower girls, bridesmaids and decorations of ferns and fragrant blossoms.

### Pilot's License Notes

Two new pilots and one private gone L. C. have come in for the records since the list of women pilots was gotten up last week. The new pilots are Mrs. F. LeMoyné Page of Pittsburgh, Pa., who took her training and passed her private pilot's tests at Curtiss-Bettis Airport of that city; and Alice du Pont of Wilmington, Delaware, who took her private license tests at Boston Airport, as she is summering on Cape Cod. She is the eighteen-year-old daughter of A. Felix duPont, vice president of the du Pont Interests. Josephine Chatten Wood, of Altus, Oklahoma, has passed her Limited Commercial test. Her sister Frances is also learning to fly.

We have no information about most of the new pilots which were added to the list as compiled for last week. It was interesting to note among them, however, the name of Sophia D. Spieker, president and organizer of the Women's Flying Club of Maryland, who has qualified for her private pilot's license. She took her training with the Curtiss-Wright school at Baltimore. Grace S. Mayer, of Johnstown, Pa., another of the new pilots, is half of a flying couple. Her husband, Dr. L. H. Mayer has qualified for his limited commercial license. They own a Gipsy Moth and use it chiefly for sports flying. Mrs. Mayer, who is a professional singer, uses the plane to fill concert engagements occasionally. Edith E. Bond, L. C. pilot of Los Angeles, whose name did not appear on previous lists, passed her commercial pilot's license examination with the unusually high grade of 95.

Please note that the figure of 236 privates on the list of women pilots in last week's bulletin was an error in transcription, and should, of course, have been 218, which number of privates, with the 24 transports, 32 L.C.'s and 1 industrial, would add up to the total of 275 listed. We regret very much that this mistake crept into the stencil.

The figures to date, with this week's changes, read:

Transports-----	24
L.C.'s-----	33
Industrial-----	1
Privates-----	219