

From: Woman's Department (Clara Trenckmann)  
Curtiss-Wright Corporation  
27 West 57th Street,  
New York

FOR RELEASE -  
Sunday, September 21  
or thereafter

### WOMEN AND AVIATION

Number 47

September 21, 1930

#### Women Air Derby Winners Excel Men

The two women pilots, who won first places in the two air derbies for women, flew at higher average speed than did men pilots who placed first in any of their four control stop derbies. This fact is brought out by a comparative study of the average speeds of the winners in all control stop derbies, and it is one of the most interesting points about the contests held in connection with this year's National Air Races. The requirements for both men and women entries were identical.

There were two men's derbies from the West Coast: One a Class A derby for lighter, slower planes; the other a Class B derby, for faster, heavier planes. There were two men's derbies from the East Coast, with faster planes entered in one, and slower planes in the other. The Women's Eastern Derby was for lighter planes, and the Women's Western Derby for heavier planes. And yet the winners of both derbies for women maintained a higher average speed than did men contestants in derbies of the lighter or the heavier plane classification.

It is believed the figures, as such, may be of real value from a standpoint of flying history. And unquestionably, they should tend to make doubting Thomases on the subject of the piloting abilities of women sit back and take considerable notice. Here are the comparative average speeds:-

<u>Winner</u>	<u>Name of Derby</u>	<u>Total distance covered</u>	<u>Average Speed</u>
Gladys O'Donnell	Class A Women's Eastern	2442 miles	160.44 m.p.h.
Phoebe Omlie	Class B Women's Western	1575 miles	138.75 m.p.h.
J. Wesley Smith	Class B Men's Atlantic	1086 miles	129.13 m.p.h.
Art Killip	Class A Men's Atlantic	1516 miles	127.51 m.p.h.
John Blum	Class A Men's Pacific	2133 miles	115.86 m.p.h.
John Livingston	Class B Men's Pacific	1712 miles	105.85 m.p.h.

#### First National Meeting of Ninety-nines

The first national meeting of the Ninety-nine Club was held at the Hotel Drake in Chicago on the morning of August 27th. Luncheon followed the business session at which a number of important resolutions were passed. Twenty-four in all of the members attended, al-

though some of them got in late. The South Central section, with eight members, had the best attendance record, with the New York section runner-up with six members present. Six of the eight governors attended, and all of the eight section were represented by one or more members.

A constitutional committee, composed of Amelia Earhart, Ruth Nichols and Marjorie Lesser, was appointed. This committee, after due research and study, will draw up a constitution, which will be sent to the sectional governors for recommendations and suggestions and, finally, for approval. The National Air Races, according to a motion passed, will be the annual time and place of the National meeting of the 99's. The fiscal year will end and the new year begin with the national meeting. It was decided to retain the same officers for the new fiscal year rather than have a new election. The present officers are Louise Thaden, secretary; Blanche Noyes, treasurer.

It was decided to hold a sectional business meeting every three months at a definite time and place, holding all sectional meetings at the same time and on the same date. Sectional meetings to enact important local business, or for social purposes, may be held at the discretion of the governors. Machinery was set in motion which will make available official stationary, membership cards and pins to all members. A mimeographed directory or membership list has already been mailed to all members.

A resolution was passed by the meeting to the effect that the club is heartily in favor of a woman member on the 1931 National Air Race Committee. A motion was adopted providing that a resolution be drawn recommending that there be only one woman's derby in 1931, to be divided into various classes, similar to the 1929 derby. A committee was appointed to draw up the resolution and confer with the Aeronautical Chamber of Commerce on the subject. This committee consists of Amelia Earhart, chairman; Gladys O'Donnell and Phoebe Alie.

An official national emergency committee consisting of Opal Kunz, chairman; Louise Thaden, Gladys O'Donnell, Jean La Rene and Joan Shankle, was appointed. This committee will consider means of helping along any constructive plan approved by the United States government in time of trouble in peace or war.

-more-

Members present were Wier Aldridge, Beaumont, Texas; Mary C. Alexander, Lynchburg, Va.; Mabel Britton, Ypsilanti, Mich.; Manila Davis, Boston, Mass.; Amelia Earhart, New York City; Edith Foltz, Portland, Ore.; Betty Huyler Gillies, New York City; Candis Hall, New York City; Florence Klingensmith, Fargo, N.D.; Opal Kunz, New York City; Charity Langdon, Norfolk, Va.; Jean La Rene, Kansas City, Kan.; Dorothea Leh, Allentown, Pa.; Marjorie Lesser, Albany, N.Y.; Dorothy McBirney, Tulsa, Okla.; Mildred Morgan, Beverly Hills, Cal.; Sylvia Nelson, Ardmore, Pa.; Ruth Nichols, New York City; Gladys O'Donnell, Long Beach, Cal.; Helen Richey, McKeesport, Pa.; Ruth Haviland Seitz, Kansas City, Kan.; Marjorie Stinson, Washington, D.C.; Dorothy Stocker, Houston, Tex.; Josephine Wood, Altus, Okla.

#### Pilots' License Notes

This week's record shows 26 new pilots, one of them an L.C., and the other 25 private pilots. Five private pilots gone L.C., 2 private pilots now transports, and one L.C. gone transport complete the changes received to date. The totals are now:

Private-----	240
Limited Commercial--	41
Industrial-----	2
Transport-----	28
Total	311 pilots

The first woman transport pilot of Texas goes into Oklahoma's column this week. Arkansas, which formerly had none, now has two women pilots.

Ruth Evans, of Greeley, Colo., is the new pilot who went straight through for her L.C. rating without taking the private tests. The new private pilots are: Ethel A. Anderson, Pittsburgh, Pa.; Eva H. Baldauf, Rosedale, L.I., N.Y.; Mrs. Clifford Ball, Pittsburgh, Pa.; Pansy Bowen, Visalia, Cal.; Marguerite Bowman, Hempstead, L.I., N.Y.; Mary E. Bryan, Tulsa, Okla.; Marian Casey, Long Beach, L.I., N.Y.; Maurie Craft, Arvada, Colo.; Evelyn O. De Seversky, Garden City, L.I., N.Y.; Catharine Deam, Chicago, Ill.; Clema M. Granger, Santa Monica, Cal.; Barbara Hawley (Hazel E. A. Fusseder), Erie, Pa.; Charity Langdon, Norfolk, Va.; Alma E. Martin, Tulsa, Okla.; Mildred Morgan, Beverly Hills, Cal.; Virginia Ogden, Mercer Is., Wash.; Mary E. Owens, Fort Worth, Tex.; Peggy Remey, N.Y. City; Elizabeth Riley, Tulsa, Okla.; Catharine K. Rogers, Warren, Pa.; Hertha Sellemann-Morow, N.Y. City; Lauretta Schimmoler, Bucyrus, O.; Elizabeth P. Taylor, Little Rock, Ark.; Ruth A. Welch, Arkadelphia, Ark.; Agnes E. Wilcox, Cristobal,



Canal Zone.

Elizabeth B. Kelley, Brentwood Heights, Cal.; Maxine Miller, Tulsa, Okla.; E. W. Parker, Los Angeles, Cal.; Frankie Renner, Cuyahoga Falls, O.; and Georgialee Voight, Los Angeles, Cal., have all increased their license rating from private pilot to limited commercial.

Alberta B. Worley, of Oklahoma City, Okla., formerly an L.C. pilot, has passed her transport tests. Ruth Barron, of Hollywood, Cal. and Ruth Haviland Seitz, of Kansas City, Kan., formerly private pilots, have qualified for their transport licenses.

Information is not available about most of the new girls added to the list.

Mrs. Ball is the wife of Clifford Ball, operator of the Pittsburgh-Cleveland air mail line and the Washington-Pittsburgh-Cleveland air passenger line. She soloed at Mid-City Airport near Akron, Ohio., and passed her license tests at Curtiss-Bettis Airport, Pittsburgh. Marian Casey is a graduate of the Curtiss-Wright School at Valley Stream, L.I. Maurie Craft is a native of Oklahoma City. She is 23 years old, and is employed in a broker's office in Denver. Miss Craft intends to use her aviation training in the sale of aviation securities, and hopes to cover her territory by air. She learned to fly at the Denver Curtiss-Wright school. Miss Deam, whose home was formerly in Indianapolis, began her lessons at Capitol airport there and completed them at the Curtiss-Wright Indianapolis school. Evelyn De Seversky is the wife of Alexander De Seversky, Polish war ace and aeronautical engineer. Barbara Hawley is aviation editor of the Erie (Pa.) Dispatch-Herald. She earned two-thirds of the cost of her flying lessons by writing a running account of her experiences for her paper, and acting as general publicity agent for the Erie County Airport. She is a graduate of the McCray Air College. In private life she is Mrs. Edward Fusseder. Her husband beat her to a license last ahead of her. and expects to take his limited commercial tests this fall to keep /

Ruth Evans is employed in the County Assessor's office in Weld County, Col., and is twenty-one years old. She has a position in view as personal pilot for a woman who plans to purchase a plane to get about in. She took her flying training at the Curtiss-Wright school in Denver.....Elizabeth B. Kelley has been working for the Playground Department of Santa Monica and Los Angeles. Her hours, she reports have been slowly adding up and she hopes that soon she will be ready for her transport license.....Ruth Haviland Seitz, new transport pilot, was the first official airport hostess in the country. She and her husband, Dale Seitz, own a couple of airplanes between them and have spent considerable time barnstorming over the country together.