

AIRWOMAN

December, 1934

FORMERLY THE 99ER

Vol 2, No. 1.

10 CENTS



In This Issue

RONALD GALL

BARBARA SOUTHGATE

GEORGE MASON



Airwoman Alice Herschman and the Daisy-Buck Rogers ship.



25th Century Rocket Pistol. Absolutely harmless, ZAPS just like Buck's pistol. 50c



25th Century inter-planetary navigation helmet with antenna and visor. \$1.00



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New York City

CHARLES E. ROCHESTER, MANAGER

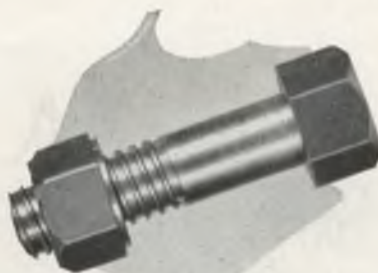
Directed by National Hotel Management Co., Inc., Ralph Hitz, President—Also directing Hotel Book Cadillac, Detroit; Netherland Plaza, Cincinnati; Van Cleve, Dayton; and New Yorker, New York City.

FLIGHT NEWS

AIRPLANES manufactured in the United States during the first nine months of 1934 totaled 1,285, of which 673 were for domestic civil use, according to a survey made public today by the Bureau of Air Commerce, Department of Commerce. This represented a total increase of 220 aircrafts over the corresponding period in 1933.

The Department of Commerce announces that Dr. Clara Regina Gross of New York City has been appointed a medical examiner for the Bureau of Air Commerce. This, in the words of the Roosevelt Field News (a four-page weekly packed full of interesting news items) is taken as an acknowledgement of the growing interest in flying among women. Right, say we, particularly as this appointment comes right on the heels of the appointment of Dr. Emma Kitredge of Los Angeles to the same post.

On November 10th and 11th, a number of Southwestern 99's went to Fresno and participated in the three day Armistice celebration staged by that city. There was an event scheduled especially for 99'ers which was won by Clema Granger with Bobby Trout second and Ethel Sheehy third. Prize money for the race was two hundred and fifty dollars.



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are dangerous! Parts with the

DARDELET SELF-LOCKING THREAD

always stay tight . . . Insist on
their being used in your plane!

DARDELET THREADLOCK CORPORATION
120 Broadway New York City

Dec. 1934

NOT IN COMPETITION WITH MEN



A giant Condor passenger plane circles the field at Boston and comes in for a landing. Its pilot, who possibly has had thousands of hours flying experience under all possible conditions and in all kinds of weather, taxis the great ship to the apron, turns it so that its door is exactly in line with the gateway to the terminal office. Another transport has completed a regular run from New York, shortening distance between the two cities by one-third. The passengers alight to step into a waiting bus which will carry them in a few minutes to the city and their final destination.

Fifteen people is the capacity of this big airplane, and of the fifteen five may be women. Aviation has come into its own, and the women of the world have accepted it. *In the final analysis it is the women who will endorse a new venture to its success.* The automobile industry did not develop to its present size until the women adopted the car as a comfortable, convenient, and rapid method of travel. A woman driver at one time was considered an eccentric, a menace on the public highway. Today, it is rare to find a woman who is not able to drive as efficiently as a man.

Criticize as you may, the girls have proved that they are capable of becoming efficient pilots. Many of them are getting into the air every day. The country at present has nearly four hundred licensed girl pilots, of whom some seventy are the possessors of transport licenses, the highest grade which may be obtained. These seventy or more girls are qualified to pilot or co-pilot on transport lines, to do charter work with airplanes, are capable of instructing students.

YET the fact remains that due to adverse psychology, if two pilots of equal capabilities were on the ground with an airplane waiting, one a man and one a woman, nine-tenths of the public

would select the man for their pilot, simply because he was a man. The male pilot still captures the confidence of our population. Due to this fact, it would seem that woman's place in aviation is not to compete with men. Few women will ever be found on the transport runs, they will probably never seriously invade the men's domain of instruction. *A woman's field in this flying game is unique.* There are things which they may accomplish which the men cannot undertake as effectively.

It is reasonable to suppose that when the people realize that the feminine sex is actually as able in an airplane as she has proved herself in an automobile, that is the time they will say, "If she can do it, then flying cannot be dangerous as it has a reputation for being. *If she can do it, then it must be safe for my son and daughter to learn to fly.*"

Thus good work can be done for the future of aviation through educational efforts. Who can better perform this task than our girl pilots? Who can better reach the mothers, the women's colleges, the women's clubs, and the high schools to aid the world in developing this comparatively new industry?

OUR high schools have gone air-minded. Many of them have formed aero-clubs that are actively interested in aeronautics. Some high schools even have girl's flying clubs. Colleges have their clubs. The day is not far distant when the schools will offer courses in aviation and aeronautical engineering even as the universities are doing. It is on the ranks of these juveniles that our future industry depends. And the girls are evidencing as much interest as the boys. These children need guidance, they need a steady hand to steer them away from the spectacular and the glamor which is still entrancing, and they need to be taught that flying is an intricate study, that there are infinite possibilities in it as an industry, but that to be successful one must

begin at the beginning and learn the fundamentals of aerodynamics. Cannot our girl pilots play an important part in the education of these children?

Likewise in our women's colleges, aviation is fascinating the student bodies. Flying clubs have been formed. Unfortunately the equipment which is sometimes used is not of the best, nor is the training available of the highest type. Is it not the duty of the women pilots who understand the difference between reliable and unreliable motors, the difference between airworthy and unairworthy equipment, and the difference between safe transportation and spectacular bally-hoo *to educate these girls to take their correct place in this young industry?*

It is our girl pilots who are educating the parents to the possibilities in aviation for their children. It is they who are playing their part by demonstrating that flying has just about outgrown its infant stage of noisy notoriety and is rapidly settling down to its next stage, that of a *safe, comfortable, and rapid means of transportation and communication.* It is they who are contacting our women's clubs which in themselves are such an important influence in the affairs of the country, and thereby convincing the older generation that their children are not eccentric, are not insane, are not simply attracted by the romance which has surrounded aviation in the past, but are sincerely interested in a business which holds the greatest future possibilities of any of our present day.

AND so, hats off to the women. Their field of aviation today can be one of education, to carry the message of the progress of the flying world to the people, and to guide the footsteps of the younger generation into the most worthwhile paths.

Barbara Southgate



INTRODUCING the Royles of California, where Captain Bill is manager of Mills Field. Madeleine's mother was so airminded that, having no sons, she was all for making a flier out of her daughter. And once having had the controls all to herself Madeleine was all for it too. Captain Royle, a war flier, has had about 6500 hours. And then, of course, there's three-year-old "Little Bill" coming right along.

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AIRWOMAN, the magazine of sky talk for women who fly and for those who are still earthbound but interested, is the official organ of the 99 Club of women pilots and of the Women's National Aeronautical Association.

AIRWOMAN is distributed on American Airlines, Boston-Maine and Central Vermont Airways, Central Airlines, Eastern Airlines, Pan American Airways, Pennsylvania Airlines and Transcontinental and Western Airlines.

In the January issue we will have a very interesting article on how airplane cabins are made sound proof by S. J. Zand of the Sperry Gyroscope Company. Further we will have an article on Flying Firsts by Beckwith Havens, one of the earlier Early Birds. The article on Aviation Rooms in Hotels has been postponed from this issue to January, and readers are again urged to send in information about any rooms set aside for aviation gatherings. Also please send in anything on Flight posters for the January issue.

The closing date for January will be December 30. If you have any news or articles for AIRWOMAN please mail them in by then.

The picture on this month's cover is from a Christmas card by Katherine Crockett as adapted to the space requirements by Alfredo Studer.

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"AS PLANE AS I CAN MAKE IT"

Unless a Christmas card is either beautiful or characteristic of its sender, or both, it is a purely perfunctory affair and has no legitimate reason for being.

People in and about aviation have been pretty conscientious about stamping the bits of cardboard they have mailed out in the name of the Christmas spirit with their own individuality as well as their passion for things aeronautical. They have striven also to do their wish-expressing in beautiful and artistically right ways.

On this page and others we have reproduced a few of the cards which lend themselves to black and white reproduction. We were up against an embarrassment of riches since Major Lester D. Gardner, of Skyport and the Institute of Aeronautical Sciences in Radio City, was good enough to lend us, for the purposes of this article his very fine collection of Christmas cards. In the collection is included every manner and size of greeting in many languages besides English. Most of the important figures in aviation from Orville Wright on down are among the senders. In addition we gathered up a few cards on our own and feel that we are now qualified to speak as a research bureau on the subject of what aviators do about Christmas cards.

As a matter of fact we could fill up pages of type but much prefer to let the cards do their own elucidating throughout this issue. Some of the finest cards though are in color or shaded photographs and have therefore been omitted. There is, for example, the card sent by De Pinedo showing a photograph of clouds lined with silver and a starry sky reproduced in blue ink. It is a masterpiece of photography, printing and design.

Almost equally effective along the same line is a card reproducing a painting of a biplane in a sky just beginning to light up for daytime over a midnight blue ocean. The only color other than blue appears in the tiny red landing lights on the ship and reflected in the water below. The signature of Cecily McAlerly, assistant editor of the English magazine *Aeroplane* appears on this card. The artist's name is not discernible. Other fine paintings reproduced in color are one by G. E. Turner of Croydon Airport which appears on an Imperial Airways card sent out by T. E. Bewshea, and another by Charles C. Dickson in pastel of a racing seaplane sent out from the Napiers company in London by F. K. Jones.

The Napiers card contains this message:

With all good wishes
for a

"full throttle year" and never a "miss"

Among the American artists who are responsible for a number of delightful drawings for aviation Christmas cards are William Heaslip, C. R. McCombs and Eric Sloane. However, many of the Christmas cards are not only designed but executed by the senders themselves. One of the finest plane motif drawings was done by G. W. Cousins for a card sent out by Capt. K. J. G. Bartlett of Paris.

Aerial photographs are reproduced on many of the cards among the most effective of these being one captioned "The Highway of Kris Kringle" on a card sent by Grace and Walter Thwaite, and one of an autogiro flying over a snowy earth sent by Edna and Lawrence Le Page and so on and on.

Then there are the amateurs who do their wishing humorously as for instance Glenn Muffly with his "Prosperity Air Line—One Way Ticket," Earl



Southee with his drawing of the year 1929 showing little Willie leaning out of the window and greeting a Santa Claus who has just landed via airplane with "Shucks I thought maybe you was Lindbergh."

Germany's Lufthansa airlines do their Christmas cards in a lighter vein, what with a drawing showing a transport loaded with hilarious passengers with a special compartment set aside for good luck mascots. Holland's K. L. M., i. e., Royal Dutch Airways, did a simple but effective one with a pathway of light leading from a photograph of the dykes of Holland in one corner to the rice fields of Java in another.

Orville Wright is represented in Major Gardner's book by two very beautiful winter landscape cards." The Glenn L. Martin Company sends out very elaborate and effective cards annually.

Gianni Caproni uses nice etchings in sepia. Many of the cards which American women pilots use have etchings in one way or another. One of the loveliest cards sent by a woman pilot is Alice Hirschman's last year's offering of a silver plane casting a pale blue shadow on the white snow around a little red and white village.

So long till next Christmas then with a cheerful little poem which appears inside the card on page 9.

Horses, ships, autos and aircraft galore
Couldn't possibly carry all we have in store

Of wishes for happiness, health, riches and cheer

For you and yours throughout this coming New Year;

So we called on Old Santa, youth's jolly old friend,

To bring Christmas Greetings and good cheer without end.



Aline Rhonie Brook does the Peter Brookses of New York into a Christmas card.



CYCLONE ENGINES

By RONALD GALL

Wright Aeronautical Corporation



THE progress which has been made over a period of the past ten years by American aircraft engine manufacturers is perhaps nowhere better reflected than in the refinement of the Wright Cyclone engine to its present state of perfection.

The success of the Wright Series F Cyclone and its rise to be the outstanding high-powered, air-cooled engine of the world is nothing short of phenomenal. No other aircraft engine—with the single exception of the Whirlwind J-5, which powered the planes used by Lindbergh, Byrd, Chamberlin, Kingsford-Smith, Yancey, Williams and others in 1927 and 1928—has risen to outstanding importance so quickly.

Cyclones today power the planes of five of the six leading airlines in the United States. They are used extensively by the U. S. Army, the U. S. Navy, the Coast Guard, and governments and air lines of foreign countries. They power the majority of the high-speed transports introduced during the past two years in this country, as well as several of the leading transports evolved by European manufacturers.

THE first outstanding accomplishment of the Series F Cyclone was its dependable performance during the 30,000-mile aerial survey flight made by Colonel and Mrs. Charles A. Lindbergh last year. Throughout this long trip, the Lindberghs' engine was entirely trouble free. Upon his arrival back in this country after spanning both the North and South Atlantic, Colonel Lindbergh said that he had not found it necessary to remove even a spark plug.

As the result of the performance of the Douglas Airliner in the London to Melbourne race, K. L. M. has ordered ten more ships of this type. All will be powered with Wright Cyclones. When the new Douglasses go into service, K. L. M. expects to cut the time between Amsterdam and Batavia in Dutch East India to 5½ days. This route is the longest airline in the world being 9,000 miles in length.

The five major airlines on the North and South American Continents which are operating Wright Cyclone-powered equipment are American Airlines, Eastern Air Lines, General Air Lines, Pan

American Airways System and TWA, Inc. In the case of all of these airlines, route records have been broken when the Cyclone-powered equipment was placed in service and in several instances records over long distances have been smashed.

TWA Inc., which is now operating a large fleet of Cyclone-powered Douglas Airliners between the East and West Coasts, has established several records in addition to that made by Captain Rickenbacker last February. To TWA are credited records for non-stop flight with a transport and for the fastest coast-to-coast time with a full load of passengers by a plane in regular operation. The non-stop flight record was established when a TWA Douglas flew from Los Angeles to Wichita, a distance of 1,296 miles, at an average speed of 199.2 miles per hour.

American Airlines, which will shortly inaugurate service over its nationwide network of airlines with Douglas transports, recently ordered ten of these planes—all Cyclone-powered. American Airlines now has a total of 92 Wright Cyclones in operation. This company is operating fleets of Curtiss-Wright Condor Dayplanes and Sleeplanes, as well as a number of Vultee V-1A transports—all Cyclone-powered—over its air routes. It was the first airline to inaugurate aerial sleepers into service. Over 3,500 passengers have been carried on the Curtiss-Wright Condor Sleeplanes since they were placed in service.

PAN AMERICAN-GRACE AIRWAYS, which purchased a fleet of three Cyclone-powered Douglasses, is now subjecting these planes to gruelling service tests over its South American air routes. During these tests, the plane was flown over the Andes Mountains and back again on one engine. At no time during this flight did the plane go below 13,000 feet—2,000 feet above the mountains. General Airliners, operating between San Diego and Salt Lake City, recently replaced obsolete equipment with Cyclone-powered Douglas Airliners, and Swissair of Switzerland has taken delivery on a similar plane.

The U. S. Army selected Wright Cyclones to power its new Martin Bombers—said to be the most effective aerial com-

bat weapon known to the world today. With three of these planes and a Cyclone-powered Curtiss A-12, the Army set a transcontinental air mail record of 13 hours, 53 minutes, last February. The route followed was longer than that taken by Captain Rickenbacker on his record flight at that time.

Late this year, the Army took a squadron of Cyclone-powered Martin Bombers to Alaska and return. On this trip, the Army established several new records for aerial photography.

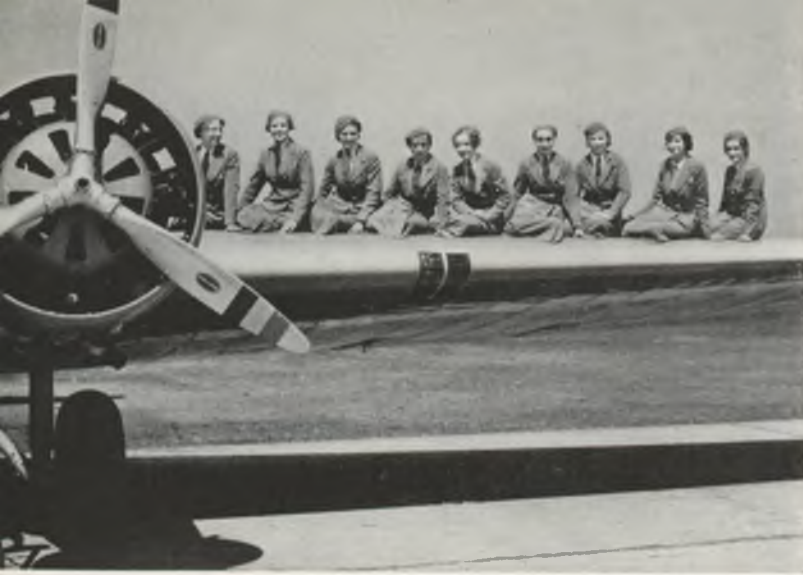
The Cyclone Series had its inception in 1924, when the U. S. Navy, enthusiastic over the success of air-cooled engines of the Wright Whirlwind type, decided to foster the development of similarly constructed power plants of higher horsepower. The first engines of high power output were the Wright P-1 and P-2 models rated first at 450 h. p. and finally at 500 h. p. These engines were of a more or less experimental character and while installed in experimental aircraft saw but little service in operating squadrons.

They proved, however, that air-cooled engines of higher power output were entirely feasible and encouraged further development along the lines the Navy desired.

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Dec 1934



AERIAL PHOTOGRAPHY

UNITED AIR LINES stewardesses literally "on-the-wing." United, the first transport line to employ a woman as the third member of the crew, now has 150 stewardesses on the planes on its coast-to-coast and other routes. The position of airplane stewardess or hostess is so attractive that it practically takes marriage to lure the girls from the skyways. The latest to capitulate to romance is Miss Edna Eischen, who recently became the bride of James L. Hayes, a Chicago banker. It is estimated that approximately ten per cent of the girls have married after taking positions as stewardesses, which automatically means that their air career is ended as the company has a "no married women" rule.

CAPTAIN EDDIE RICKENBACKER as guest of Junior Birdmen Squadron No. 111 named in his honor. Lawrence Shaw, National Director of the Junior Birdmen is standing in the background. The youngster in the Captain's arms is the squadron mascot. The meeting was held at the home of Rickenbacker Squadron Commander Sylvia Valentine in the Bronx, New York.



DESIGNED and built by "Gerry" Vultee at Glendale, Calif., the American Airline's new Vultee 1-A transport is not only a thing of beauty but one of the most efficient and comfortable ships yet developed. It is Wright Cyclone-powered, perfectly streamlined, and is equipped with all modern aids to aerial navigation. The Vultees, of which there are ten on American Airlines, already have a string of inter-city records to their credit.

By PAT O'MALLEY

AFTER all these years of screaming, New York City seems to be in the way of getting itself an airport. Our doughty Mayor pulled a fast one on TWA when he refused to get out of the ship at Newark and insisted on being delivered in New York, the destination marked on his ticket. So they had to fly him to Floyd Bennett. Cruel gossip has it that this was a pre-arranged publicity stunt, but you know how some people are. They never believe anything. Anyhow, Mr. LaGuardia is sick and tired of having Newark the air terminal point for New York City, and he is out to do something about it.

New York City has leased the Glenn H. Curtiss Airport at North Beach, Long Island, for five years at a dollar a year, with the privilege of buying it at the end of that time.

The plans are for the city to take over operation of the field, one of the busiest in the metropolitan area, on January 1. The airport has an area of 138 acres in use and permission has been obtained from the War Department to increase this by forty acres.

THE move to acquire the North Beach terminal, which can accommodate land and seaplanes is part of the Mayor's program to provide all sections of the city with adequate facilities. It is also another step in his fight to bring the air mail from Newark to New York's Municipal Airport, Floyd Bennett Field. He announced that Glenn Curtiss Airport would be used to supplement this more commodious terminal. The Mayor is continuing his fight to obtain the unoccupied portion of Governor's Island for an airport where planes may land passengers and mail for downtown Manhattan.

Mr. LaGuardia is certainly working vigorously to attract air traffic to New York City. He has already made an arrangement with TWA for the use of two hangars at Bennett Field and the operation from there of the new Douglas ships, and as soon as the Post Office Department will designate New York City as an air-mail terminal the Mayor thinks all of the other large air transport companies will come to Floyd Bennett.

How right he is about this, I don't know. Going to Newark is a nuisance, but I've been to Floyd Bennett, too.

Captain Eddie Rickenbacker took a few friends on a little flight the other day. He gave them breakfast at five in the morning (that's the kinda guy *he* is),

and had them at the Newark Airport at six. And he had them in Miami for luncheon a little after noon.

HE flew Eastern Airlines' *Florida Flyer*, the same Douglas that established the new transcontinental transport record of 12 hours, 3 minutes and 15 seconds. The Florida trip was planned as a "Dawn to Dusk" flight—Captain Rickenbacker was supposed to have his guests back in New York for dinner at eight but the weather gummed it up and he got them in around midnight. I don't know whether the dinner and huge civic celebration which was planned to take place that night at the Hotel Pennsylvania to mark the epochal 2,400-miles flight, which was to shrink the Atlantic Coastline one-third its size in travel time (quoting Clancy Dayhoff), was kept hot for them or whether the party broke up and went home sore at the Captain for being late for his own shindig. But the trip was a great success.

Mr. L. E. Gill, vice president in charge of traffic for Eastern Airlines announced that his company is planning a fast New York-New Orleans schedule very soon, one round trip each day using the Douglas and another schedule using a Condor. The operations department has begun a \$50,000 improvement program on 8 Condors which will increase their speed and carrying capacity. When the work is completed the Condor will be second only to the Douglas as an air transport, Mr. Gill said.

I well remember the blistering hot August Day in 1932 when General Air

Express was born. Everyone connected with it suffered from nervous breakdowns and hysterics for week afterwards and everyone hated the brat except possibly Rogers Combs, to whom it had been a holy dream. Well, anyhow, what I'm getting at is it turned out to be a fine child and is growing, growing, growing. The system carrying approximately 50,000 pounds each month. Most of the shipments are pretty prosaic, naturally, but occasionally something unusual comes through as in the case of the roses which were cut in a Southern California garden one afternoon and were decorating the White House the next. The General Air Express system covers American Airlines, Eastern Airlines and Transcontinental and Western Air.

THE Railway Express Agency's Air Express Service covers the United Airline network. And the total number of pounds of shipments for the month of October 1934, according to Department of Commerce figures, was almost double the amount of air express shipped on both systems during October 1933. It is expected that this Christmas many more people than ever before will avail themselves of the privilege to ship their gifts late and have them get there early.

The Department of Commerce expects to have sectional airway maps, showing geographical characteristics, political boundaries, and features of significance to airmen, such as beacon lights, airports and radio stations, for every part of the United States within the year. The 87 will represent the first comprehensive detailed map of the United States ever published.

Mr. and Mrs. William P. MacCracken, Jr.'s card for 1931-32, drawn by C. R. McComas



FLIGHT MOVIES

By CLARA STUDER



Katherine Hepburn, "intrepid woman aviator"

FOR years now we've sat palpitating as we watched war aces tear each other down out of the sky; we've mopped our eyes over the tribulations of the poor little aviator's sweetheart back home or over the particular nurse or *mademoiselle* more immediately adjacent to the Front who was steadfastly standing by the pilot for love interest purposes. Though I'm not forgetting, by the way, that a few pictures like *Dawn Patrol* and *The Eagle and the Hawk* had the courage to struggle along without the feminine touch.

And the war flight pictures have contributed their share of the excitement and suspense, vicariously or no, that most of us humans like to sandwich into our little lives. And the producers have made their war flying films exciting enough, often gloriously so, to please any of us. Nor have they spared expense. *Hell's Angels*, for example, was the most lavish production ever made. It took two years to produce and cost \$4,000,000.

Fliers or no, we've got a bona fide thrill out of many of the best of them and fussed and fumed about the worst of them. There's many a pilot who remembers this or that picture indignantly as "the one in which they had that terrible take-off," or whatever else was bad about its flight technique. But with the number of actors, actresses and producers who have got to know personally something of what flying is all about, not to forget the very intelligent lay pilots who double in the action shots—the producers have learned to err less and less in the

matter of making aero-dynamic sense.

If you ask people offhand what flying movies they remember seeing they immediately recall the name of some World War picture or other. Witness the following summary which a New York movie critic was good enough to bat out on his typewriter:

"These are going to be sadly incomplete, but here are a few of my memories of aviation pictures—They started with *Wings* which was the result of John Monk Saunders' romantic fantasies about his own wartime career, and the scenes left over from the picture were used to make *The Legion of the Condemned*, which was even more romantic and which started Gary Cooper on his career as movie hero.

"In the first films the heroes were definitely American and the villains were definitely Germans. In the big scenes you could tell the German planes because they were the ones that were being shot down. The most extravagant and spectacular of this school was *Hell's Angels*, which dealt chiefly with the destruction of a Zeppelin that was attacking London. For a change the Germans were made pretty heroic.

"Later the pictures began to deal with the adventures of aviators after the war. *The Lost Squadron*—a picture within a picture—dealt with stunt fliers, ex-war-time aviators who worked for the movies in Hollywood aviation films. John Monk Saunders, getting into this new mood of disillusionment, wrote a picture for Barthelmess, from his book *Nikki and Her War Birds*. It was imitation Hemingway stuff and told of unhappy ex-aviators wandering sadly over Europe much in the manner of *The Sun Also Rises*.

"A picture called *Flight* dealt with



While romance flourishes for Warner Baxter and Conchita Montenegro in "Hell in the Heavens."

aerial warfare against the Nicaraguan rebels and wasn't a very big success, in great part because the sight of America's air armada dropping bombs on reasonably helpless members of Sandino's army didn't seem very exciting.

"Getting back to Mr. Saunders, he later wrote a film called *The Eagle and the Hawk*, which dealt with a sensitive wartime ace who hated the business of killing, got drunk to forget and died heroically after being pretty bitter over the fact that he was supposed to lecture young recruits on the glories of war. At present a few war pictures are being made but usually the Germans and the Americans are co-heroes and one of them even showed the American joining the

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When the villains in the piece said no permit—no show, here's how the dauntless chorines gave Rio de Janeiro something to look up at.



IN OLD NEW ENGLAND

By GEORGE MASON, Aviation Editor, Boston Transcript



There certainly is enough material about the women fliers of our six New England States to fill a book or two. For some reason or other New England girls are all stewed up about flying—they have been for many years. Because of their conquests in various fields of flying the New England girls have won a lot of fame for themselves.

To select the outstanding woman flier in New England is a job that even the Federal Aviation Commission wouldn't attempt. They are all leaders. Take Mrs. Theodore W. Kenyon as a perfect example. Her husband taught her how to fly many years ago. They've owned many airplanes, one of the first being a little Arrow sport job which they put on floats. Currently they are flying a Waco Model A, cozy side-by-side ship that takes the flying Kenyons where and when they want.

Mrs. Kenyon's rise to aviation fame came suddenly in 1933 when she found herself crowned the champion woman sportsman pilot of the country with a check for \$5,000 in her hands. She walked over to a hangar on Roosevelt Field and bought a Kinner-powered Waco biplane. She endorses Camels, but likes other cigarettes too. She is a delightful person, photographs extremely well and is in constant demand to lend her presence and flying ability to various commercial organizations in Boston—such as automobile distributors and furriers.

MASSACHUSETTS and New England have some sort of a claim on Amelia Earhart, inasmuch as she is a product of Medford, Mass., and she is now affiliated with Boston and Main Airways, operating an airline service to four of the New England states. Margaret A. R. Kimball of Lexington, Mass., is another star in the sky. She has worked hard in aviation, battled her way to a transport license and is forever studying advanced flying, motors and aeronautical design. She is a serious-minded girl who flies just like a man. She is modest about her flying efforts, is active in the Aero Club of Boston and the 99 Club. She participated in last year's Liberty Treasure Hunt and loves cross-country flying, especially if she can do it by instrument.

Nancy Harkness is a Michigan girl who is now a Bostonian. She has a

transport rating and is engaged by Inter-City Air Lines. She is a demonstration pilot and many a customer goes for a flight with her in a ship before he buys. The idea of having Miss Harkness on his staff was Bob Love's brilliant thought. He's the president of Inter-City. Another New England transport is Mrs. Mary Sansom, attractive Hartford flyer, who holds all sorts of loop records for the six states. She actively heads Inter-State Airways at Brainard Field and teaches many of the students herself.

BERNICE BLAKE hails from Manchester, N. H., and the Department of Commerce inspector was all smiles the day he handed her a transport ticket. "She's earned it," he commented. She likes Monocoups and pops up at all the local New England air meets. Speaking of transports, we can't forget Miss Maude Tait, who in private life is Mrs. John Moriarity of Springfield. She has flown Gee Bees and has a deep affection for the Granville products. One of them—a Gee Bee Senior Sportster carried her to a win in the Aerol Trophy Races at Cleveland not so many years ago.

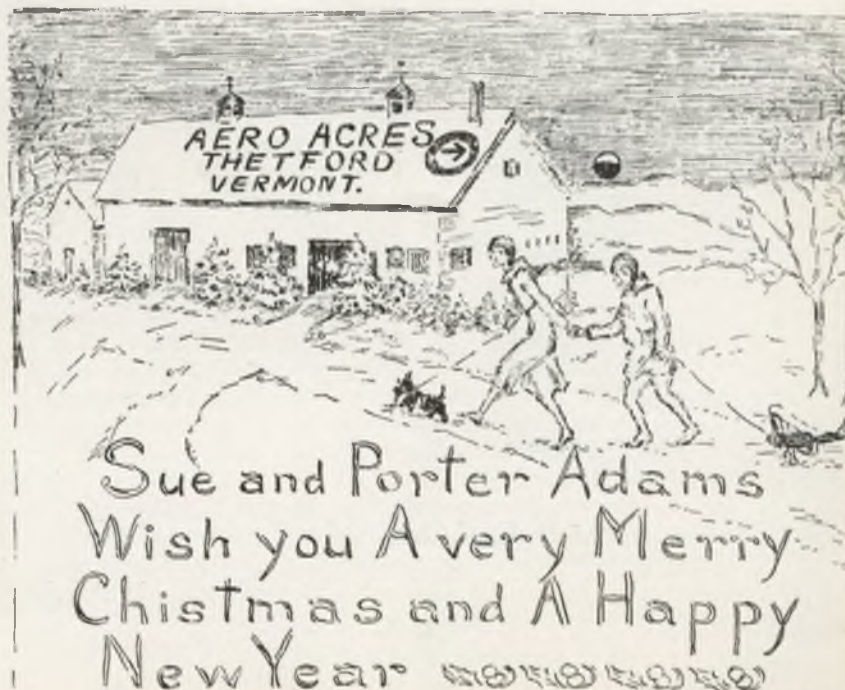
Mrs. Edith Descomb of Hartford is an airport-mate of Mrs. Sansom. She, too, likes altitude and loop records, has a transport and gets a kick out of instructing students.

Miss Barbara Southgate of Framingham, Mass., won her spurs in aviation at the Framingham Airport. The airport manager there, Robert C. Godman, has shown her the way to success and now she rates with Mrs. Kenyon and Miss Kimball as the three most sought-after fliers in the Bay State.

Miss Manila Davis had her aviation start on the Boston Airport. She was a sales-lady for Curtiss-Wright in the early days and learned to fly. Later she went to New York and you girls know the rest. Olivia "Keet" Mathews was the first girl in the world to make her first solo flight in a ship equipped with skis. She piled up a lot of time around Boston and is married to Ralph S. Maugham of American Airlines.

UNDER the tutelage of Mrs. Sansom a number of Hartford girls have been learning how to fly. Oh this group Miss Florence Yeskett has her license. Mrs. Mary Bacon, Mrs. Mildred Chase and Mrs. Lorraine Defren Frankland are familiar names in Boston aviation. Mrs. Dolly Bernson of Brookline, Mass., was the one of the first women airport managers in the country when she took over the operation of Muller Field in Revere.

One of the newest aviation wrinkles in Boston that concerns women fliers is a newly-founded organization known as the Business Girls' Flying Club. Miss Louise A. Wheeler, brilliant business girl of Boston, wanted to learn to fly. So did several other girls who worked in offices. They organized the club and presented their case before John H. Shobe, a Boston commercial flyer. He placed an Aeronca at the club's disposal and a number of the girls have been soloed and the membership of the organization is close to twenty. During the past summer a large number of the girls were so enthused about flying that they went to the airport after the five o'clock whistle blew to fly—carrying out the old idea of "rather fly than eat."



A
Down East
card drawn
by Margaret
Kellogg Hazard

Dec. 1934

Books and Magazines

Winged Victory by V. M. Yeats. Harrison Smith & Robert Haas, N. Y., 1934. \$2.50.



This is the best war novel I have read. It concerns the experiences and adventures of a British single-seater Scout squadron on the western front during the late spring and summer of 1918.

The pilots of the outfit flew Camels, very tricky difficult planes. Their skill and bravery was amazing considering their lack of training and inadequate equipment. Stunting they taught themselves; instructors had time for little more than ordinary turns and landings. Pilots went over the lines with fewer hours than are now required for a private license. Engines were always giving trouble. Offensive patrols, bombing, ground strafing, dog fighting were all in the day's work. There was little variety from week to week. The very repetition and monotony through 450 pages of the book make clearer the almost unendurable monotony of the war.

Everything about the planes and flying is real, as are, essentially, the thoughts and emotions of the men under the terrible strain of warfare. It is a grim and moving story of flying, fighting, terrific drinking, frantic excitement, ghastly fear, and that inimitable comradeship which made in the hell of war a little oasis of heaven.

Dawn Patrol by S. Keith Jopp. Popular Flying (British), November, 1934.

In lighter vein Lieutenant Keith Jopp compares early morning flying in 1918 and 1934. He describes a dawn patrol in a scout squadron—the 5 o'clock waking, the tea and toast, his inevitable nausea, whether caused by early rising or fear, he never could discover, but he always lost his breakfast. Would he have a nice egg—said the batman—"Migosh no," and so went up into the cold heights empty and cheerless.

Now in the summer of 1934 the flying club at Brooklands has revived the dawn patrol for sport. The gay club members take off in formation at dawn; if they can reach a neighboring airport without their numbers being taken by defending police pilots they get a free breakfast. Keith Jopp joins their party as a guest. Everything is joyful at the start, but association brings on the old nausea. Will he have a nice egg—says the steward, "Migosh, No!"

British Aviation Illustrated by C. A. Sims. A. & C Black Ltd., Soko Square, London. Reviewed by Suzan N. Mostenic.

British Aviation Illustrated by C. A. Sims draws a fine line of distinction between military and commercial aircraft differentiating particularly in design, use, and ability.

"The civil aeroplane is not a reserve war weapon. The military aeroplane is a very specialized type or collection of types. It has one particular job to do and it is designed and built with no other purpose taken into consideration."

Nations of the world are establishing their air forces as a principal mode of protection, Sims states.

"The information brought to hand by the air camera altered the whole tactical conduct of the war . . . it has become one of the most important branches of both military and civil aviation," the author emphasizes in the chapter discussing aerial photography and its attendant problems.

Generally known flights are listed with especial comment on those of Major Kingsford-Smith's around the world flight in the Southern Cross.

Women constitute two-thirds of the passengers who travel on the regular airlines.

The book has seventy illustrations in photogravure. They are most excellent photographs with clear details and interesting pertinent subjects.

British aeronautical supremacy is alleged but Sims admits that America is the biggest manufacturer of aircraft at present.

THE international scope of the Curtiss-Wright Technical Institute of Aviation located at Grand Central Air Terminal in Glendale, California, was brought out when a magazine writer developed a feature story about the school in which it was ascertained there are eleven different nationalities enrolled; these eleven groups being able collectively to read, write and speak twenty-one languages. All students are proficient in English. More than a dozen are competent in Spanish. Almost as many have mastered French. German, Portuguese, Danish, and Chinese (Canton) follow in the order named.

On December 1st Helen Richey and Helen MacCloskey acted as hostesses at the Pittsburgh Aviation Ball held in the Motor Square Garden. About fifteen hundred people attended the affair. During the evening there was a floor show. Ruth Nichols and Fay Gillis flew from New York to be present and Phoebe Omlie came by train from Washington. Major Balsey was chairman of the ball which was given to raise money for a special aviation room at the Municipal Airport in Pittsburgh.

Just Among Us Girls by Mister Swanee Taylor

DON'T get me wrong, girls, when I say that I know it is a sign of literary laziness to seize upon seasonal topics as a source of material. I know it is, and I'm not apologizing. For, my sweets, by the time this spreads before your big boo'ful eyes it will be about the time of the year when both the male and female of the species sit apart to sort of take stock in their individual selves. Big corporations, you know, have what they call the fiscal year, twelve months of profit and/or loss. While we, girls, follow the calendar or physical year.

As far as I personally am concerned, I place little faith in the old Spanish custom of dragging out the musty bones of mistakes and heart-aches encountered in the last twelve months. If we can't and won't learn a lesson at the moment of application, then there is little chance of gaining anything constructive by a semi-macabre parade on a hang-overish New Year's Day. Don't dwell on or in the past, me enfants, the scars themselves are ample reminders. Instead, take a couple of dabs at your noses and face the future with confidence and resolution.

And, girls, may I *beeseech* every one of you to swear in your hearts that all through the coming year you will never for an instant forget the personal safety angle in flying. It is so easy to get careless in an airplane—and so very dumb. By the first of January you will have flown another full year, as your log books will attest. And every human inclination is to be a little proud of it. I know I am. But for the love of mud, mix a little gratitude with your pride; you'll find the cake tastes much sweeter. Not to forget that it is quite a mean trick to crack a ship. She's your baby, remember, and you gotta take care of her.

Don't think, please darlings, that I'm picking on you in particular. I most certainly am not. But, my God, I am still Mister Taylor, am I not? And you'll never, never know just how much I do love you. Besides, Paul Gallico, writing of Frances' accident in his Daily News Syndicated column, said, "... Pretty girls are not supposed to die like birds in the field." Nor, I quickly agree with you are men. But, that's not the point. Woman's lot in aviation, as in most every other phase of this earthly existence, is much harder. You'll have to strive doubly, yea trebly hard to win your just deserts.

That's why, among other reasons, I'm on your side, my honeys. (This in spite of the audible sniffs of the hyper-feminists). I pray so earnestly that 1935 will be a grand year for every one of you a bigger and better year to the glory of the AIRWOMAN.

Take care of yourselves, sweeties, do. Keep your chins up and ignore Cleveland. It'll take much more than promotional enterprise to hold you on the ground.

Merry Christmas, Girls. I hope you get lots more than runs in your stockings. God bless every one of you.

FASHIONS IN FLIGHT

By FAY GILLIS

Men! Men! Men! Hear Ye!

I HAVE heard enough complaints about your women folks who are afraid to fly and raise a riot every time you mention the subject. All this silliness is purely mental, so let's use auto-suggestion and break down *her* mental resistance, and what a psychological moment Christmas is when she is in the holiday spirit surrounded by tissue and tinsel and gay satin ribbons! Let's conspire against her—she will be glad we did it, after it's done.

If she thinks she is definitely earth-bound give her a bottle of Guerlain's Night Flight perfume, and watch her take-off. Irresistible, that's what it is and combined with a little finesse on your part, you both will be up in the air in no time. Win her by a scent—if you may.

FEATHER-WEIGHT

Or give her Helena Rubenstein's Airplane Travel case—just about the smartest beauty kit on the market. Made of airplane fabric and feather-weight compared to other beauty cases, it immediately labels its owner as one of the modern people who is always just a little ahead of the crowd—what woman doesn't love that position—and listen to her women friends rave and turn green with envy and tell her how lucky she is to know such a clever man. Isn't it about time you received your just rewards? Or tune in on the Oh's and Ah's when she displays a crushed velvet bag by Barrè with an ultra modern plane in one corner. He also does ethereal chiffon scarves and handkerchiefs with 1998 planes playing hide and seek with the stars and the moonbeams.

If she is just on the verge of making up her mind to fly or not to fly why not cinch the argument with an airplane ticket to her favorite week-end jaunt? She will secretly love you for deciding the issue for her.

FLOWERS AND FRUIT

Maybe she is the type that loves exotic flowers or rare fruits. Why not send them to her air express? Postal Telegraph delivers Christmas morning. Could she ever forget you if you sent her her favorite fruit by air, arriving just as she is sitting down to breakfast Christmas morning? Try it and see. The gift that is different, and sent by air, it is the final gesture. It makes her air-conscious, which is what we have been trying to do all the time. Life can be simple if you want it to be.

Or why not send her a subscription to AIRWOMAN—the only aviation magazine for women? She may pretend she isn't interested, but don't be discouraged. Confirmed bicycle riders have taken to the air after reading two issues of this illustrious publication.

IF you are going to Florida or California for the winter, why not give her a set of airway maps covering the route, showing the beacons, the radio beams, the compass course, lines of variation, the airports en route, the seaplane bases, and also some pictures of the planes that fly that particular airway. She might act bored when you're around, but I bet you dollars to doughnuts that she gets out the maps after you have gone to work. There is something terrifically fascinating about a map with all the answers on it, and the chances are you will fly to your winter vacation this year. Wish you would try it and let me know the reaction.

CHRISTMAS EXPRESS

If she is an amateur photographer give her a special lens for aerial photography. If she is interested in gardening send her some special seeds by air express. If she adores some Paris creation, have it rushed to her by airplane. If she loves to read, have the latest book of her favorite author flown to her door, direct from the publisher, so she will have the first copy in town. Send her favorite breed of puppy to her for Christmas via the air. There is absolutely no hobby that she may be interested in that cannot be tied up with your flying hobby, in some way. So if you want to fly, it is up to you.

FOR the girl who is air-minded—isn't it fun to find one that is already converted and knows the difference between Aunt Jemima's pancakes and the ones that are found around airports?—you might give her a set of maps too 'cause her old ones have probably been lost or are torn or out-of-date and she just hasn't gotten around to getting some new ones. Save her the trouble and I assure you that *She* won't be bored. Will thank you most profusely instead.

If she owns an airplane there are any number of gadgets for her ship. Abercrombie and Fitch have several of them. A 10-second course and distance finder is one. It is extremely simple and accurate and does away with dividers, rulers, pencils, etc. They also have a combination cigarette case and match box

arrangement which can be stuck up any place in the plane and saves the trouble of digging down into pockets. Added to this should be a Glolite, the magic lighter—no flint, no flame, no wheel to turn. Simple isn't it?

TIME FLIES

If she has an open plane necessitating the wearing of heavy flying suits, why not give her a special aviator's watch which is extra large and has a long strap so that it can be strapped on the wrist on the outside of the flying suit where it can be seen at all times. You really can't appreciate what a find that is until you have flown in an open-cockpit on a winter's day and had to practically undress to look at your watch. It also has a hand which can be set at the time of take-off so the hours in the air can be checked off without concentrated thought.

PERHAPS she is the type that is always apologizing because she is so busy flying that she hasn't time to write to you. Take away her excuse—give her one of Mark Cross' compact writing cases which has everything in it but form letters. Of course she can write to you while she is flying from beacon to beacon, if she has the proper equipment.

And nothing fits better under the heading of Proper Equipment than a Sperry Gyroscope. The position of all three controls on the dashboard in front of her, visible at all times in clear weath or in a fog. Give her a gyroscope for Christmas and watch your stock go up in her estimation. I presume that is what you want.

SEASON'S GREETINGS from The Tichenors as designed by William Heaslip



BREAD and BUTTER and AVIATION



OF Bostonians so modest they changed their name of Stocking to Stockin because the former suggested limbs, my dears, Mrs. Helen Stockin Waterhouse is a flying reporter of note and a member of the National Society of Aviation Editors.

Scooped all reporters with an exclusive interview with Mrs. Franklin D. Roosevelt on her favorite subject: aviation. Flies to get all her stories.

Loves swimming, red clothes, but hates bridge, driving and ordering meals. After graduation took an art course, sold a set of illustrations, then 'up and got married', had two babies, Judith and Bud. Being a model mother she wrote articles on how to raise children. She moved to Akron, Ohio, and became art editor of a local paper. Still parks her car there when not taking off for a scoop feature.

Was late with copy one day so hopped into a car (never having driven one before) and made the deadline which is how she learned to drive. Gets what she goes after. Writing for Akron Beacon Journal when the Graf Zeppelin came to America and wanted the paper to send her to cover the story. Beacon

wouldn't so she went to the rival paper which sent her to Lakehurst.

Now is Christian Science Monitor correspondent, Beacon Journal feature writer and free-lances for The Sportsman Pilot, N. E. A. Service, Open Road for Boys, and other publications in addition to making a home for her husband who is superintendent of Akron schools, and her son, as Judy is attending an Eastern boarding school.

First flew with Alton Parker, Byrd's co-pilot on the North Polar flight, interviewing him. Afraid to look down so pretended to be a nonchalant sophisticate. Parker stunted to jar that nonchalance. When they landed Helen lunched on cream puffs and ice cream.

Has flown in every type of aircraft. The accompanying photo was taken aboard the Graf Zeppelin in Akron when it docked there.

Has a collection of autographed photographs of aeronautical celebrities anybody would envy . . . all are her personal friends.

Petite, dark-eyed with dark wind-blown hair, a vivid personality, doesn't pronounce her 'r's' . . . a remnant of Stocking forefathers.

SUZAN N. MOSTENIC.

POT AND PAN MECHANICS

SUPPOSE one of the "big names" in the aviation industry had said right out loud in your presence "I love to cook." What would your bounden duty as a pot and pan contributor be?

Well, and so I did whip out pencil and paper and request from J. L. (Jack) Maddux some favorite recipes. Having overcome a slight handicap in the matter of number of persons to be served—I having suggested 4 as a good number and Jack Maddux being more apt to turn out mess of spare ribs designed for the consumption of 50 at his Lake Arrowhead mountain fastness in California—he proceeded to speak words of inspired culinary wisdom, as he mentally divided each ingredient by 12.

And three facts make this reporter sure that the recipes given below are quality plus. First, the fact that ye old creative artist look shone out of his eyes as Mr. Maddux talked of foods. Second, the fact that a man was giving me the recipes—and who ever heard of a man who really liked to cook who wasn't superlatively good at it? Third, the fact that one Linton Wells, on a basis of experience, pronounced life incomplete for the person who had never tasted of Maddux cookery.

Barbecued Spare Ribs

- 1/2 cup salt
- 1 cup sugar
- 1/2 cup honey
- 1 bottle Chinese mandarin sauce
- 1/2 teaspoon dry mustard
- 1/2 teaspoon pepper
- 2 whole sides of spare ribs for four persons (with hearty appetites)

Put first 5 ingredients in a bowl and pour the mandarin sauce into them, stirring all the while, until you have a batter as thick as pan cakes. So that this mixture will be smooth and no longer granulated, use either an electric mixer or plenty of elbow grease. Rub all of the mixture into the spare ribs, and let them soak for three or four hours in the broiling pan of your oven. Having first removed the spare ribs, put water into the broiling pan which contains the drippings of the sauce from the meat, and place the spare ribs on the broiler over the liquid in the pan. Put into a hot oven but reduce the flame immediately and cook very slowly until the meat is nice and brown. Of course if you happen to have available a barbecue pit with a revolving spit so much the better.

Spanish Beans

Use real Mexican frijoles, that is the pink red beans, if you can get them. Kidney beans will do but they are not as good. Put them on the stove together with a ham hock and start cooking slowly in water (but not too

much water). Make a sauce by chopping up 3 large onions fine and braising them in olive oil, add 3 tablespoons of Eagle Chili powder and pour the sauce into the pot with the beans and ham and continue cooking slowly until done, keeping the beans well moistened so that you will have plenty of juice. Incidentally, Mr. Maddux holds that beans have a better flavor if not soaked in advance.

Left over beans may be transformed into a delectable dish for another meal. They should be chopped up, a beaten egg stirred into them and the mixture fried nice and brown in bacon grease.

(Cyclone Engines—from page 7)

The first engine to be known officially as the Wright Cyclone was a nine-cylinder engine of 1750 cubic inches displacement, which was produced experimentally in 1926 and commercially about 1927. This engine originally was rated at 500 h. p., but a power output of 525 h. p. was found to be practicable. A large number of these engines went into Naval service where even today they are used to power Navy patrol boat squadrons.

In the Fall of 1930, the Wright Aeronautical Corporation produced a larger Cyclone known as the Wright Cyclone R-1820-E. The slightly larger cylinders of this engine gave an increase in displacement of 70 cubic inches and

the power output was increased to 575 h. p. This 575 h. p. Cyclone was purchased in large quantities by the U. S. Navy to power Consolidated, Martin and Douglas long-range patrol flying boats, and many of these engines are still in service. The outstanding Navy accomplishments were the two successive record non-stop flights from Norfolk, Virginia to Coco Solo in the Panama Canal Zone; and from San Francisco, California to Honolulu.

Colonel Lindbergh used a Wright Cyclone R-1820-E engine in 1931, when Mrs. Lindbergh and he flew from Washington, D. C., to Japan, via the Alaskan route. Similar engines were inaugurated into service over several airlines both in this country and abroad. Among these airlines were American Airways, Ludington Airlines, and Swissair in Europe. K. L. M. (Royal Dutch Airlines) also had several Cyclone 575 h. p. engines in operation over its European network.

While the Cyclone "E", as this engine was known, was in production during 1931 and the early part of 1932, Wright engineers were using the experience gained through eight years of development devoted to the refinement of high power aircraft engines into a new model of the same displacement, but incorporating many new features. After exhaustive test stand, dynamometer and service tests, this engine was introduced commercially in the summer of 1932. Its technical name is the Wright Cyclone R-1820-F, but it is known by the more popular application today of Wright Series F Cyclone.

The first engine of this type to be placed in production was rated at 700 h. p. at 1900 r. p. m.—more than 100 h. p. higher than its predecessor. It was the first air-cooled engine of its type to be rated at this high power, and consequently the most powerful radial, air-cooled engine in established service operation. Not alone of its many features was it remarkably low weight of 1.22 pounds per horsepower—the lowest weight ever achieved in a production, radial, air-cooled engine.

As the result of further tests, it was found practical to increase the power output of the first model of the Series F Cyclone to 715 h. p. at sea level. Later, other models were introduced which were rated at 735 h. p. at 4000 feet and at 710 h. p. at 7,000 feet.

(Flight Movies—from page 10)

Germans before the U. S. entrance into the war."

As it happens the news of the newest of the war pictures, *Hell in the Heavens* (not yet shown in New York), winds up

according to the scenario summary on the buddies-under-the-skin note.

Perhaps they are running out of continuity ideas for heroic aces to star in. At any rate the plot trend in flying pictures seems to be away from the military stuff. Of some twenty-nine or thirty flying pictures on the entire list of sound and sound effect pictures produced before 1933 at least half were based on warlike themes. While of the sixteen or more flying pictures released during the season 1933-1934, only a third were war pictures.

For one reason or another many of the flying pictures that have not looked to war for action have been pretty mediocre. But things are looking up. *Flying Down to Rio*, it seems, appears on the list of "Highest Box Office Pictures" in *The Motion Picture Almanac*. The list goes back as far in years as silent pictures, March 1914, and *The Miracle Man* of August 1919.

Flying Down to Rio was the only flight picture I could detect on the list, although there may be others there with which I am not familiar and whose titles do not reveal their true flying character. However, there may be some who would off-hand call it a flying picture in name only and ascribe the secret of its success to *The Carioca* and Vincent Youmans or to the footwork of Fred Astaire and Ginger Rogers.

Such persons I'd say were quibblers since the theme of this perfectly gorgeous musical farce-fantasy is built around a character picked right out of the cockpit. They even appropriated his first name. And a forced landing is wholly responsible for its "heavy" *Orchids in the Moonlight* scene. Likewise its big action shots are of a monster floor show in the sky, to all intents and purpose.

Further its "That girl doesn't care what she gets thrown outta what"—awesomely spoken by Fred Astaire in commentary on the fiery Latin temperament of Dolores Del Rio as he glances up and sees Raul Roulien descending in a 'chute from a transport plane, is one of the classic taglines in motion picture dialogue.

The trick aerial shots were so effective that any number of persons marveled quite sincerely at the "courage of the chorus-on-wings."

Let there be more box office flying successes then, like *Flying Down to Rio*. *Night Flight*, based on the South American air service, was the only aviation

movie on *The Motion Picture Almanac*'s hand-picked list "For the Family Showing." It was widely popular and I am sorry I did not see it. However, AIRWOMAN's book editor pointed out that much of the imaginative delicacy of touch with which the characters are dawn in A. de St. Exupery's book of the same name is lost on the screen.

The picture *Christopher Strong*, based on the Zoe Akins story, I went to because I enjoy seeing Katherine Hepburn and found it interesting despite its pure hokum ending. I don't know whether or not the director actually told Miss Hepburn, who played the "intrepid aviatrix" to look and act as much as possible like Amelia Earhart. Or perhaps it's just that there is a certain slight resemblance between the two. The round-the-world flight was done exceptionally well, I thought.

Besides the primarily flying movies there have been effective bits in various pictures, such as in F. Marion Crawford's *White Sister*, the parachute rescue work of James Cagney in *Here Comes the Navy*, and so on and on. There have been comedies galore and news reels, even Mickey Mouse carried the mail without fear of snow or rain or bold bad air mail pilots.

We are hardly qualified to do anything comprehensive on *Flight Movies*, certainly not in one issue and without a great deal of research. We would be glad to enlarge upon the subject in future issues and would appreciate hearing opinions on the subject to pass along to AIRWOMAN readers.

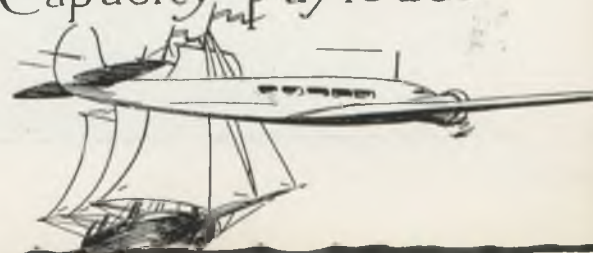
SCORING UP

NINETY-NINE president, Margaret Cooper, urges that every woman pilot who can get to Miami for the Seventh Annual All-American Air Races write for information and entry blanks without delay to William R. Enyart, Secretary of the Contest Committee, National Aeronautic Association, Du Pont Circle, Washington, D. C. Mrs. Cooper reports that unless entries by women in these races are sufficient to prove to the satisfaction of the Committee that enough women want to compete in women's events at air meets it seems very likely that no further efforts will be made to have such events included on national air meet programs.

Wishing You

Capacity Payloads

Clarence
Duncan
Chamberlin's
New Year's
greeting
for 1934.





THE New York-New Jersey Section held a business meeting on November 12. A guest-dinner meeting is scheduled for December 10, with Captain "Eddie" Rickenbacker as speaker, at the Beaux-Arts Apartments.

At a recent meeting of the Michigan Chapter, Mabel Britton, who was lost to the *North Central Section* as governor when she became National Secretary of the Ninety Nines, was presented with a gold watch case compact engraved with her monogram, as a token of the devotion and admiration of her many friends in the North Central Section.

DURING MITCHELL TROPHY RACE

The Michigan Chapter had a dance at the Collonade Room of the Detroit Leland Hotel on Friday evening, November 16th. Gladys and Howard Hartung, Faye Davies Kirk and Bob, Helen and Bill Lehtio, Margaret Horton, Jeannette Lempke, Mary Von Mach, Blanche Noyes, Alice Hirschman and their escorts were all there to enjoy the fun at the first affair of this nature given by the Michigan Group. The next day the 99's journeyed out to Selfridge Field to attend the Mitchell Trophy Race and the wonderful accompanying program of military flying. Saturday evening the girls were guests of Faye Davies Kirk at a supper party at her home.

THE Michigan Chapter met for luncheon at Burger's Inn, Saturday, November 10th, which was followed by a most interesting meeting at Gratiot Airport. Blanche Noyes flew in just in time to shake the snow flakes from her hair and listen to a most inspiring talk on Blind Flying by John S. Hammond, aviation editor of the Detroit Times.

INTERESTING PROGRAM

Johnny talked of the progress made in instruments which are absolutely necessary to successful blind flying, and quoted from an article he had written for an aviation magazine in 1926 to illustrate the tremendous strides accomplished since then. He gave a brief history of aviation instruments and their uses, from the rude weight suspended on a string, which the Wright Brothers used to warn them of slips and skids, to the modern movable radio trucks which aid the pilots to make blind landings, telling how the mail pilots back in 1925 used amber railroad flares for blind take-offs. He commented further on the value of radio to aviation other than its uses in blind flying. Blanche Noyes gave a summary of the activities of the New York-New Jersey Section, and also told about the 99 meet in Washington in October. Another guest, Lela Willingham, formerly of Seattle, who is both a flier and a parachute jumper, told of her experiences making exhibition jumps.

The 99's present were Faye Davies, Gladys Hartung, Mabel Britton, Margaret Horton, Mary von Mach, Helen Lehto, Alice Hirschman, and Mrs. Nina Lucille Baker, a new member, who just received her amateur license. Helen Lehto entertained the girls at a bridge party at her home that evening.

Alice C. HIRSCHMAN.

FROM CALIFORNIA

THE Los Angeles Chapter of the *Southwestern Section* gave a Halloween party at Grand Central Air Terminal on November 3. We had a nice crowd: everyone and everyone's girl or boy friend was there. We had a nice orchestra to dance to and some very clever entertainers in Lauretta Schimmoler's niece Barbara, who did acrobatic

and head tap dancing, and Dickie Jones, seven-year-old protege of Hoot Gibson, who flirted in *You Nasty Man* and did a very good triple buck.

A dinner was given for Louise Thaden and Elly Beinhorn at the Hotel Clark. After dinner the girls retired to 99 club rooms, where Miss Beinhorn told us thrilling tales about flying in other countries.

SEVERAL 99's were guests at the dinner given for Sir Charles Kingsford-Smith and his navigator Captain P. G. Taylor. Senator McAdoo, Mayor Shaw and many other distinguished guests were there. Ninety-nines present were Gladys O'Donnell, Esther Johnson, Elliotte Roberts, Lauretta Schimmoler, Hilda Jar-muth, Mary Alexander, Edna Crumrine and our past president, Amelia Earhart. We had a delicious dinner with champagne and everythin'.

A riding party was given by our new chapter chairman, Elliotte Roberts on Halloween night. Esther Jones and Louise Thaden rode with the party while Edna Crumrine and friend husband arrived later. More spaghetti and wine than could be consumed were served. The Santa Monica Woman's Club gave a luncheon in honor of Clema Granger and her fellow 99's. There were several very interesting speakers and some pictures of early flying days were shown.

NOTED GUESTS

During the past six months, the Southwestern Section of the 99 Club has had the pleasure of entertaining an unusually large number of noted pilots. Antonie Strassman, Louise Thaden, Elly Beinhorn, Amelia Earhart and Thea Rasche. Thea Rasche is perhaps the best known German aviatrix to American pilots. She was an entry in the first Women's National Air Derby in 1929 and has also done a great deal of exhibition flying in this country. She is a peach and we hope it will be possible for her to visit other chapters of the 99 Club so some of our newer members can have the pleasure of meeting her.

THE Southwestern 99's are planning a Christmas party. Tree, Santa Claus, presents 'n everything. Each member draws a name of another member from a grand shuffle and then plays
(Continued on Page 18)



Southwestern 99 annual convention at Oakland Airport

W.N.A.A.



FOR the second time the W. N. A. A. gives greeting to its members through the medium of the new periodical AIRWOMAN. We already feel very much at home in it and hope that Christmas 1934 will be but the first of a long series in which it will thrive and grow, together with the air activities for which it stands. Headquarters wishes to take this opportunity also to fling far and wide over the country the heartiest of Christmas Greetings to all its members. It is a scattered band, bound together in many instances only by the unity of a cause, and though most of its members are unknown to each other, in this unity there is the bond of cordial feeling and sisterhood. It is hoped that in the year to come there will be added inspiration for increasing this solidarity of feeling as well as growth of our Organization. Again, a Merry Christmas.

W. N. A. A. wishes to welcome a new Governor, Mrs. Winifred Ralls, of Utah. Mrs. Ralls is not new to W. N. A. A., having been a charter member of the Salt Lake Unit and one of its most enthusiastic workers. W. N. A. A. has cause to feel quite proud of its group of governors. Not one represents merely a name added to the list, not one has been coaxed into the position with the lure of all honor and no work. The governorship roster is not full, but we believe the officiating group represents fine organizational loyalty. This group includes besides Mrs. Ralls, Mrs. Clark Stearns, Governor at Large; Mrs. Edna Christoferson, Alaska; Mrs. Minnie B. Jackson, Colorado; Mrs. P. B. Terry, Illinois; Miss Mary Dowd, Illinois; Mrs. Mark P. Beam, New Mexico; Mrs. George N. Lingham, Ohio; Mrs. A. J. Edwards, California; Mrs. Maude E. Miller, California; Mrs. Marie M. Meyers, North Carolina; Mrs. W. S. Collier, Oklahoma.

Mrs. Clayton Patterson, who writes that she is "nicely settled with roses around the door" in her new home in Charlotte, North Carolina, is Chairman of an Advertising Committee which is to arrange a plan by which the different Units can sell advertising space for AIRWOMAN with a commission going toward the Unit and National treasury.

She will no doubt be getting her ideas into motion shortly and W. N. A. A. Units it is hoped will like the plans and be able to cooperate in their development.

Air Mail Week

Two Units, Denver and Salt Lake City are to be congratulated on the splendid work done in the 1933 Air Mail Week Contest and as a result are the recipients of trophies which your President and Secretary selected with great pleasure and care, as being both useful and ornamental in W. N. A. A. Club Rooms. In the spring of 1934, the Air Mail situation was so unsettled that at the suggestion of several units no special Air Mail Week was fostered. An expression of opinion from the Units as to whether an Air Mail Week Contest for the spring of 1935 would be endorsed and cooperated in by the Units would be greatly appreciated. Would you drop a note to your National Secretary on the subject?

We are delighted to feature the Salt Lake Unit in this issue, and hope in each following issue to have similar material from other units so that all may have an opportunity of becoming acquainted with each other, and of getting new ideas of different methods of conducting meetings and activities. Also your secretary wants brief news items always for the W. N. A. A. pages.

MARGUERITE JACOBS HERON,
Secretary, W. N. A. A.

Meet the Salt Lake Unit of W. N. A. A.

The Salt Lake Unit was organized March 3, 1932, with Mrs. Clayton Pat-

terson (now national director) as its first president. Mrs. Stephen Abbot, who served as first governor for Utah called the organization meeting. A constitution and by-laws modeled after the national was adopted. The new president immediately appointed a committee to work out plans for the observance of airmail week during the latter part of April. Mrs. Ray T. Elsmore was named chairman. She chose for her assistants Mrs. Patterson and Mrs. Winifred P. Ralls.

THIS committee created an unique design for use on an airmail envelope and secured the cooperation of the Chamber of Commerce in having 50,000 copies printed for free distribution to business houses, schools and the general public. The regular red, white and blue envelope was made attractive by adding an outline map of the western part of the United States. A disc design in blue, two and one-half inches across, was set inside the outline. The Mormon Temple in white centered the disc, and slender arrows in white shot out in all directions to indicate the 62 national parks and monuments nearby. The words: "Salt Lake City, The Center of Scenic America" were placed in the upper left hand corner.

Attractive posters in color, announcing the first observance of airmail week in Utah were placed in the postoffice, leading hotels, dry goods stores, Chamber of Commerce, university, grade and high schools. With each poster went a generous supply of airmail envelopes which were given free to persons promising to use them during airmail week.

W. N. A. A.
club room
at
Salt Lake
City,
Utah.



Interest in the use of the envelopes was further stimulated by a letter writing contest. Entrants were divided into four groups: children in grade and high schools, the university and general public. The prize for each group, contributed by air companies, was a five hundred mile ride by plane. The postmaster reported a huge increase in airmail during the week, and the affair was generally considered a real success.

At the third meeting of the organization the president, Mrs. Patterson, urged the establishment of a library for students in aviation as a memorial to Norman C. Potter, John W. Sharpnack, Maurice (Maury) Graham and Paul Andret who had lost their lives flying the Utah mails.

A new airport was being planned for Salt Lake City and Mrs. Patterson proposed that a committee approach the mayor and city commissioners with the idea of having a club room for the women's organization and library shelves incorporated in the plans. Immediately following this meeting, the association gave a bridge and silver tea at the Chamber of Commerce, raising practically the entire fund in one afternoon.

Early in July, five months after our organization was founded, our dearly loved president moved with her husband to Chicago. Mrs. Louis Marcus (wife of the Mayor of Salt Lake City) was elevated to the presidency July 15 at a special meeting of the board of directors.

Mrs. Marcus was a very happy choice as president, for she used her influence in getting the women's club room incorporated in the plans being drawn by the architect and in having the room furnished when completed. The room is about 18 by 25 ft. The walls are finished in soft grey, with faint silver markings, and the ceiling is in a sunshine yellow. The carpet and drapes are in soft shades of tan and brown, while the divans and chairs are the new chromium frames upholstered in gaily colored leather.

MORE elaborate plans were made for airmail week in 1933. Mrs. Marcus appointed Mrs. Winifred P. Ralls as chairman, with the following committee to assist: Mrs. C. P. Talbot, Mrs. Ray T. Elsmore, Mrs. W. S. McQuilkin, Mrs. Franklin S. Nelson, Mrs. Blain C. Larsen, Mrs. Paul S. Frederickson, Mrs. Chauncey B. Whitney, Mrs. Marcus, ex-officio. A cachet was designed for marking airmail letters leaving the city during airmail week (April 23-29) and stamp collectors and philatelic magazines were notified. We were soon swamped with requests for copies of our special envelopes, for the signature of the pilot carrying the first load, and for copies of our cachet.

The Salt Lake industrial firms cooperated to the fullest extent. The light and power company loaned their window on Main Street, in the heart of the city, for one week. The decorations in this window were planned to foster the use of airmail, and at the same time to advance the fight for silver then being waged by the western states. A huge rainbow anchored in two pots of silver made a most attractive background in the large window. Hundreds of airmail letters from all parts of the country were placed in the window as they arrived. A huge revolving beacon light, tipped high so the rays would not annoy passersby, called attention to the exhibit. Parts of airplanes supported placards announcing our contest. The window attracted crowds both day and evening, and it was estimated that more than 200,000 people viewed the display during the week.

THE radio companies gave us periods of from two to twenty minutes each day during the week for talks and announcements. The department stores had placards made in color with suitable slogans for airmail week, using our special envelopes for decoration. One store arranged an unusual window. A plane with an eight-foot wing spread was suspended by tiny wires from a blue ceiling

and swayed before a background of red and white satin. Figures in flying togs in the foreground contrasted with other figures in red, white, and blue evening gowns. Prizes for airmail week were contributed by the Chamber of Commerce and one of the air companies. The week closed with a huge broadcast, copy for which was written by Mrs. Ray T. Elsmore. Mrs. Marcus, president of the Association, the postmaster, the mayor, pilot Elsmore, and the hostess on the ship had prominent parts in the skit.

As this is being written, word has just come that Salt Lake City was co-winner of the trophy for airmail week in 1933. Of course we're glad! Proud! and appreciative!

The president (Mrs. Marcus who was unanimously re-elected in 1934) with a strong committee, is busy at this time on plans for the entire unit to take up ground work and text book study of aviation. We are also about to install a complete shelf on aviation in the public library. But if I tell you all about these things now I don't know what there would be for another issue.

WINIFRED P. RALLS.

(The 99er—from page 16)

Santa. Presents are limited to 25c and we predict a land-office business for Mr. Kress and Mr. Woolworth—incidentally a lot of fun for Club members.

During the month of November Southern California was very much in the aviation limelight. Two very lovely banquets were held at the Hotel Clark—one for Sir Charles Kingsford-Smith and the other for Senator McAdoo. The 99 Club was well represented at both affairs.

We are glad to welcome back to the fold Bobby Trout and Mary Charles, girls who were formerly members and have recently renewed membership. Mable Bull is the newest member in this section. Our Boulder City, Nevada, 99—Kay Harkness Park—recently visited in Los Angeles as a guest of Hilda Jarmuth.

Facts every Airplane Owner ought to know

★ First, find out at what r.p.m. cruising and top speeds are attained. Then ask at what r.p.m. the h.p. rating is given on the Approved Type Certificate covering the engine. Find out if the cruising speed given at engine r.p.m. insures the utmost longevity and dependability of the engine. And, finally, check up on fuel consumption at cruising speed.

Make this simple check-up before you buy and you'll understand why Waco leads the



THE WACO AIRCRAFT CO., TROY, OHIO



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parade with America's largest aircraft registration—why sales for the first 5 months of 1934 were 60% ahead of those of 1933!

The more careful your analysis, the more satisfied you will become that in Waco you will find your greatest value, greatest performer, the best engineered and the best designed plane on the market. We suggest that you arrange to take a flight with your Waco dealer. If you do not know his name, write us.

The Sperry Horizon and Directional Gyro finish

1-2-3

Throughout the gruelling ordeal of the MacPherson Robertson Australian Race the Sperry Artificial Horizon and the Directional Gyro again proved their worth and dependability. The contributing comfort of the Sperry soundproofing in the K.L.M. Douglas should also be given serious consideration by all manufacturers of transport planes.

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DIRECTION GYRO AND ARTIFICIAL HORIZON WORKED PERFECTLY
THROUGHOUT FLIGHT WILL NEVER BE WITHOUT THEM=

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Directional Gyro



SPERRY GYROSCOPE CO., Inc.
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WRIGHT CYCLONES *Power* **EASTERN AIR LINES** *Florida Flyer*



NEW YORK TO MIAMI IN .8 HOURS! Eastern Air Lines recently inaugurated the following day and night express schedules with 15 Douglas Airliners, powered by Wright Cyclones:

New York to Miami.....	8 Hours
Chicago to Miami.....	8½ Hours
New York to New Orleans.....	8½ Hours

When the last of the Cyclone-powered Douglas Airliners was ferried East for the inauguration of this new Florida service, the plane completed the 2,675-mile flight from Los Angeles to New York in the record-breaking time of 12 hours and 3 minutes—averaging 219 miles per hour.

Eastern Air Lines' "Florida Flyer" has brought the warmth and sunshine of the South to within a few hours of the snow and sub-zero temperatures of the North. This winter the powerful Douglas Airliners will make it possible for businessmen to commute from New York and Chicago to Palm Beach and Miami over weekends, in luxurious comfort.

Wright Cyclones power all passenger and air mail transports operated by Eastern Air Lines—another airline powered 100% by Wright Engines.



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