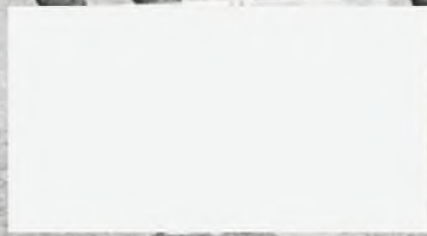


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AIRWOMAN



JAN

Virginia M Thomas

January, 1935

10 cents a copy - One dollar a year

Vol. 2, No. 2



This Issue

STEPHEN J. ZAND

BETSY BARTON

BECKWITH HAVENS

THE JUNIOR TAKE-OFF



We are starting a Junior department here and now!

No longer can the younger generation be left out of this aviation question. During the last two years young gals have rallied round into this new world with enthusiasm and zest. We want to get to know same and report on their air antics to laggards who are not already actively involved. We are getting their photographs.

We hope to inspire you to come along with us—and them. Forget the mummified idea that flying is a males' game. Pay attention!

Aviation will get along, no doubt, if you don't join but what is the sense in watching the world leave you behind? You are worse than granny who didn't ride in a car until she was knocked down. Even then it was an ambulance.

Your blubberings and feeble protests we will quietly dispel.

First, money, this can almost—but not quite—be dispensed with. Will Rogers said the other night over the radio that our dear Government will turn out a plane for \$700—1,500 of them in the near future. He added that the specimen dissected and experimented on had been soloed by an individual with no dual instruction. Stow that!

The second blather is family permission. Most parents don't read the papers—or something. Their sternness is born of fear. They should think of how many children are hurt in automobiles and those of same in airplanes. Fear, by the way, is the eternal enemy of progress. If you are interested enough—you'll get permission even tho' you have to drive them dippy doing it. String along with us and if the family aren't morons and near-sighted bigots they'll give in when the time for practical use comes.

We have competition, international, at that. We are too self-satisfied. We think because we're born of U. S. stock that we can't be beaten but it's going on all over the world. Russia—that vast Soviet State, Germany, and Italy all have clubs and classes run entirely by girls. They're all air-y. What's the matter with us? We have as much zip and dare as "them foreigners" certainly—it must be ignorance.

So there you have it in a pageful. Now don't settle down on your fanny and yawn; "Well, I'll let someone else do it." Don't forget you're someone else to anyone. Be the first someone in your community. Aviation has by no means grown up and you can help it to. If you hear of any female air-doings, let us hear from you and we'll print it.

Let's hear from you as Junior Airwomen anyway.

Betsy Barton

Jan. 1935 Air Women



Helen Richey, Central Airlines Pilot

REASON TO BE PROUD

SAYS Mary Margaret McBride, NEA Service Writer, in an article on *Women's 1934 All-America Team*:

When the aviation achievements of 1934 are totted up, the palm in my opinion goes not to some flier who has broken a distance, speed or endurance record, but to Phoebe Fairgrave Omlie, who as government Special Assistant for Air Intelligences has worked quietly and faithfully helping aviation to come back."

It's pretty fine to think back and realize that in one and the same year a woman for the first time held an important executive job in governmental aviation—that Laura Ingalls made the first solo flight ever made around South America by man or woman—that the Women's National Aeronautical Association put on the first women's national air meet—that the two leading women's aviation organizations, the 99 Club and the W. N. A. A., combined forces to put out the world's first woman's air magazine. And if all this wasn't enough for one year's doing, Helen Richey topped off the year in the grandest conceivable way—the first woman to fly the air mail.

We are introducing this month our Junior Department, with Betsy Barton, daughter of Bruce Barton, as Junior Editor. Every girl from 8 to 18 is invited to write in and signify her intention to become a Junior Airwoman. Address Betsy Barton, in care of AIRWOMAN.

In the February issue Grover Loening will write on college flying clubs; Col. Harold E. Hartney will do an article on BERYLLIUM, the new metal alloy for use in airplane construction; and Charles E. Planck will do us something on the early days of ballooning. Aviation etchings will also be featured next month.

PLEASE NOTE that we have moved our editorial and publication office to the Hotel Gotham at Fifth Avenue and 55th Street where Room 307—now known as the Marine Room—will serve as the New York headquarters for the 99's, W. N. A. A. members, Junior Airwomen and all women interested in flying everywhere. Come and visit us in our beautiful new quarters soon!

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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.

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Katrina Flies Cloudburst

WHEN a good friend loses his dog it's only sporting to help him over his bereavement and quickly. Or so thought Colonel Albanus Phillips, and having purchased *Cloudburst*, he hired Katrina Canning to fly him from Easton, Maryland, down to C. W. Wilson of Abilene, Texas, whose favorite dog, an Irish setter had died.

As it happened Katrina had always wanted to go to Texas and it seemed to her there really was a Santa Claus when she was sent on this trip.

With Malcolm Hathaway, owner of the 4-place Lycoming Stinson cabin plane, as



Pilot and Passenger

navigator, Katrina Canning as pilot, and a valuable two-month-old Irish setter as passenger they left Easton at 7 A. M. on December 20th and arrived Abilene in West Texas in plenty of time to present *Cloudburst* for Christmas.

On the return trip they stopped Little Rock and Columbus. The entire 3,500 mile trip required four and a half days and they covered 18 states all told. The pilot reports from the trip:

"The most beautiful sight I have ever seen was the flight from Dallas to Little Rock. We had a 45-mile tail wind and flew 300 miles right in the path of Texas full moon. Now I know why the song writers get their inspirations was indescribable, really. Stars above and stars below us, for the towns looked like stars and the green and red lights they had for Christmas decorations made it even more beautiful than ordinary. We flew every night, saw the sun set, the moon rise and I don't know what was more impressive."

Jan. 1935 Air Woman

FIRSTS

By

BECKWITH HAVENS

Yes, there used to be lots of firsts in

course the most famous was the Wright Brothers first flight at Kitty Hawk in 1903, but from then on they were thick and fast—Bleriot—first flight across the English Channel—Glenn Curtiss—first flight from Albany to New York, May 29, 1910. He got \$10,000 for that "first" from the New York Herald and I got my first job in aviation from Glenn Curtiss showing the ship in the capacity of the first airplane salesman.

One of the most spectacular was Lincoln Beachey's flight over Niagara Falls under the bridge. This was the start of his great fame.

Earl Ovington carried the first "air mail"—Nassau Boulevard, L. I., 1911, and I delivered the first mail directly to the Post Office from the air. Just what I proved I don't know, but I did it at Smith, Arkansas, November 6, 1911, and didn't kill a soul with the heavy mail and fifty-five pounds of mail from about 1,500 feet.

I also have the dubious honor of be-

ing the first to land in a street, true, I cracked up, but there it is. I was making a last flight at the fair in Chippewa Falls, Wisconsin, in the autumn of 1911. The wind was blowing pretty hard and I was nursing my ship up for enough altitude to turn away from the city when my extension shaft to the prop let go. I cut my switch and dove for an open space in the street below. They picked the ship off me and I walked away—so it was a landing.

I was the first National Guard pilot and flew for the old Signal Corps National Guards, New York, at the joint maneuvers of the Regulars and National Guard at Bridgeport, Connecticut, 1912. There were only three ships, Benny Foulois in a Wright, and Tommy Milling and myself in Curtiss Pushers.

That same year I carried the first passenger across the Sound from Bridgeport in a Curtiss Pusher on a single float.

For making the first flight over Havana, Cuba, I received a pearl watch and for making the first long distance flight in a flying boat, its inventor, Glenn

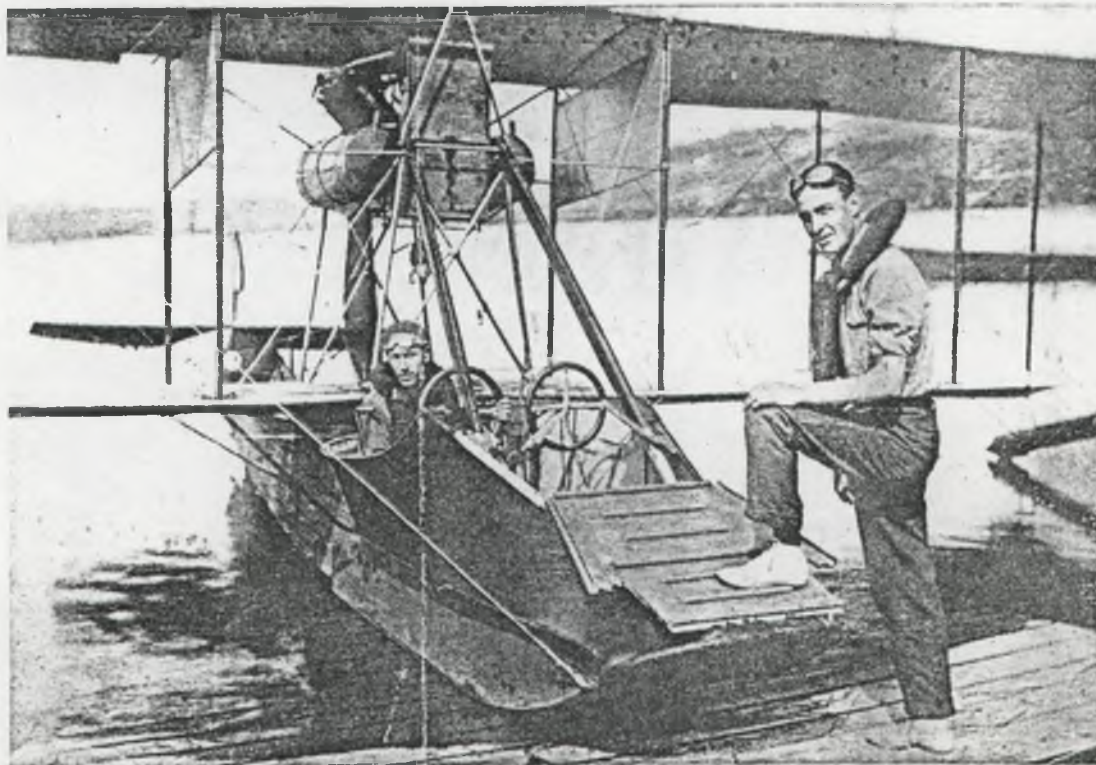
Curtiss, gave me a gold medal. This flight started as a race from Chicago to Detroit by way of Mackinac and I continued on to New York. It was the first long distance race in this country, the first flight over the Great Lakes.

In 1912 at the big air meet in Chicago, Lincoln Beachey flew the Curtiss entry on land and I flew the water job. This was the first time seaplanes or hydro-aeroplanes as they were called then, were used in a big air meet. I did a moving picture during this meet with Kathleen Williams as the heroine. This was the first time a seaplane was used in a picture.

The next year I did a picture up the Hudson called "The Adventurer" using a flying boat. The first time a flying boat was used in a movie and it was the first plane to fly up the Hudson.

O well, I could go on and on like this far into the night, but the first thing I know, Bob Osborn will be accusing me in "Side Slips" of claiming to have been the first to carry an electric stove in an airplane, so I'd better quit.

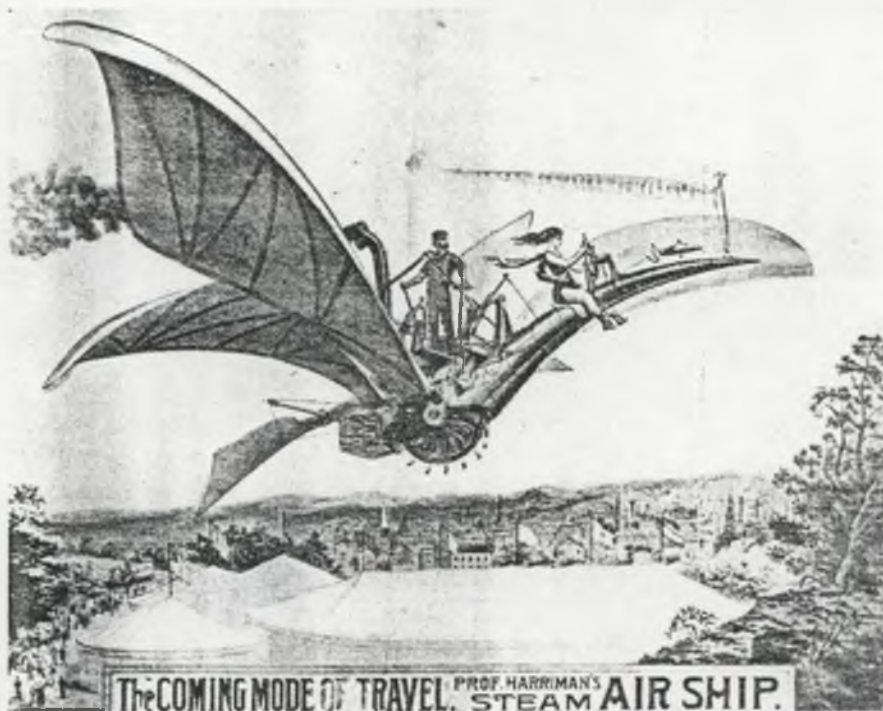
Way "Becky" forget to mention that he was the first enrolled student in the world's first flying school—the Curtiss school at Hammondsport, N. Y. He holds one of the early Federation Aeronautique Internationale flying licenses which document contains the words: "The civil, naval and military authorities, including the police, are respectfully requested to aid and assist the holder of this certificate."



model flying boat
used by students of
Curtiss school. It was
the successor of the
Curtiss boat. Ray
is at the wheel,
Beckwith Havens has
been on the gangway.
boat actually went
down too, on
into the waters
Keuka and got the
tires wet.
Homemade kapok
reservers.)

Jan. 1935 Air Woman

"THE COMING MODE OF TRAVEL"



With her feet in the stirrups, one hand on the wheel, the other clanging the bell, and with a windsock to guide her the buxom, scantily-dressed lady seems to have the butterfly-teakettle-shotgun combination under control with the aid of her stalwart, mustacheoed assistant.

From a poster in color, advertising S. H. Barnum and Co.'s New United Monster Rail-Road Show as created by E. W. Trowbridge Lith. Co., Cincinnati, in 1812.

From the collection of Bella C. Landauer (photographed by A. Gravesen).

*Improvements shortly will be made
To guide the Air Balloon,
When candle makers mean to trade
With rushlights to the moon.*

Thus—in "a new comic song written for private parties and dedicated to public companies"—warbled the sophisticates of 1824

With the true collector's instinct, Bella C. Landauer, whose aviation collection is only one of many, finds "modern things so unimportant" as compared to 17th and 18th century items. On the other hand she hasn't let herself become too steeped in Aeronautica's age of innocence to accumulate in her treasure trove of everything that has to do with flying, some of the latest and finest works of modern aviation artists.

JUST now she is concentrating on aviation music of which she has more than 500 sheets from all over the world. It's a subject which most of us never have given much thought to. Of course we know that various composers, as is their wont, would undoubtedly have written dedicatory marches to Lindbergh, Earhart, Byrd; we remember (if we're old enough) such musical comedy hits as "Going up, going up like a rocket gone insane" and we'd heard rumors about "Come Josephine in My Flying Machine." But we had never dreamed that there was in the public library a beautifully printed book composed of reproductions of title pages of *Some Aeronautical Music*, all from Mrs. Landauer's collection, with an interesting introduction done by her on the subject.

Nor had we known there was a volume of bookplates also from Mrs. Landauer's collection. This is dedicated to her "pilot son William," whose flying activities probably had a great deal to do with causing his mother's interest to diverge somewhat from various phases of early Americana on which she has produced no less than five volumes. At the moment she is about to publish a book on Abraham Lincoln, all of which will give some idea of the amazing breadth of interest of this woman who hasn't let collecting interfere in the slightest with her functions of being a very competent wife, mother and grandmother.

PERSONALLY I was sceptical when she told us—Fay Gillis and me—"You girls today have so much fun." Sceptical because I couldn't conceive of more fun packed into one life than she obviously has managed to get into hers.

Of course I only saw a very small fraction of one collection, but I saw enough to know what a joy it must have been to assemble, much of it throughout long hunts all over Europe, some of it by sheer accident. There is for instance an exquisite and priceless child's edition of *Peter Wilkins or the Loadstone Rock and the Flying Indians* which was sent to her by an Englishman who had seen and liked an article Mrs. Landauer had written for the *American Book Collector* on children's aeronautical books.

She already had in her collection an edition of *Peter Wilkins* for adults published in 1751 in England, as well as a program of a dramatization of the book

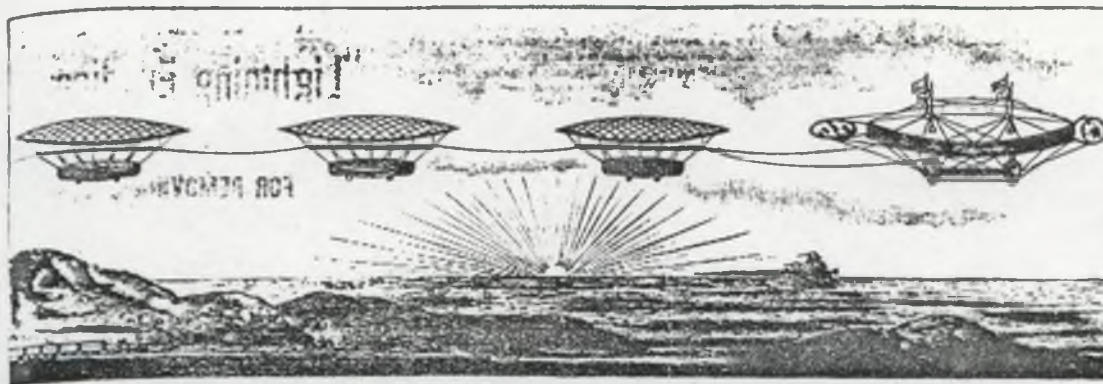
performed as late as 1859 in Philadelphia at Wheatley & Clark's Arch Street Theatre with Mrs. John Drew in the title role.

One of the grandest qualities of Mrs. Landauer's collection is its scope. So how I also have a feeling a man would surely have missed some of what to me are the choicest items in her aviation collection. There is for example a jig puzzle titled *Das Luftschiff; L'Aerostation*. It depicts a befuddled crowd throwing their hats into the air as they watch a very ornamental green balloon ascend. The pieces fit into a neat wooden box with an ingenious slide top. Mrs. Landauer made a trip to Paris to try to discover the exact date when it was made but circa 1815 is the closest she could definitely ascertain.

She prizes it very highly, but has been present when her young granddaughter arrived for a visit, I'm hoping against hope that if said grand daughter ever came pleading "Grandma, may I play with your 1815 jig saw puzzle?" the owner would really say "No, not one."

Then there are the exquisite china and ivory fans painted in the most fantastic ballooniana. And the ivory snuff and snuff boxes. It is quite possible a male collector would have run over the foot-high beer-mug-miniature-bottle had Mrs. Landauer not found it first. I'm convinced only a woman could have located the advertisement from an *Godey's Ladies' Book* which is in Mrs. Landauer's collection.

Jan. 1935 Mrs. W. W. W. W.



An ingenious forerunner of the glider train, or what have you, that got itself incorporated way back when.

From the collection of Bella C. Landauer.

PETERSEN'S AMERICAN Aerial Navigation Company.

INCORPORATED UNDER THE LAWS OF THE STATE OF NEW YORK.

CAPITAL \$100,000, Divided into 50,000 Shares of \$2.00 Each Share.

AMONG other special groups of items are aviation dime novels, including one of 1786 called *The Balloon or Aerial Spy* and Frank Reade's *Sky*; aviation trade cards, both old and new; post cards; a magnificent set of French cartoons; aviation clocks; aviation almanacs, including Weather-ones, etc.; a set of aeronautical *Puck* magazine covers, and old newspapers. Then of course there are her aviation posters, of which one appears on this page, and a too, too unbelievable collection of material on balloon weddings. For example one gay and giddy poster announces:

BALLOON WEDDING

UP AMONG THE CLOUDS
A grand congress of aerial schooners
circumnavigating all the balloon tours
of the world.

It proceeds to further divulge that: representative balloon of the principal of the U. S. floating in midair at the time—the 15th balloon will be a balloon representing New York—50,000 cu. ft. and in it will be Friedrich Vanderburgh accompanied by a beautiful young lady representing Goddess of Liberty—The 16th balloon will represent *Cupid's Bridal Balloon*—a grand Balloon Marriage of a lady and gentleman well known

in this vicinity will take place in the bridal chariot while suspended in the air in full view of the spectators—Telephones will be attached to the bridal chariot and from thence to the different portions of the vast congregations below, that all may hear the ceremony with the same ease and distinctness as in a church or parlor—They will then descend and the bride will receive \$100 in gold—The balloon will then be let loose and the wedding party started on their heavenly tour of bliss."

All this under date of June 3rd, 1880, and as of our own New York City.

Oh well, those were the high, wide and handsome days, and heaven only knows what, with their incorrigible imagi-

nations, the promoters might not have been able to do, say with Mr. Marconi's little invention to assist them!

AFTER that "extravagant extravaganza" (the expression is borrowed from the aforementioned Philadelphia *Peter Wilkins* program, such mere items as a sheet of correspondence paper containing the Montgolfier watermark and an original Currier and Ives print of the Battle of Richmond, depicting the first instance of the use of aircraft in warfare, might seem pale and colorless. Nevertheless, there they are and many and many another item of infinite interest.



First flying costumes designed in France in 1716.

From the collection of Bella C. Landauer. (Photograph of the original print by A. Gravesen.)

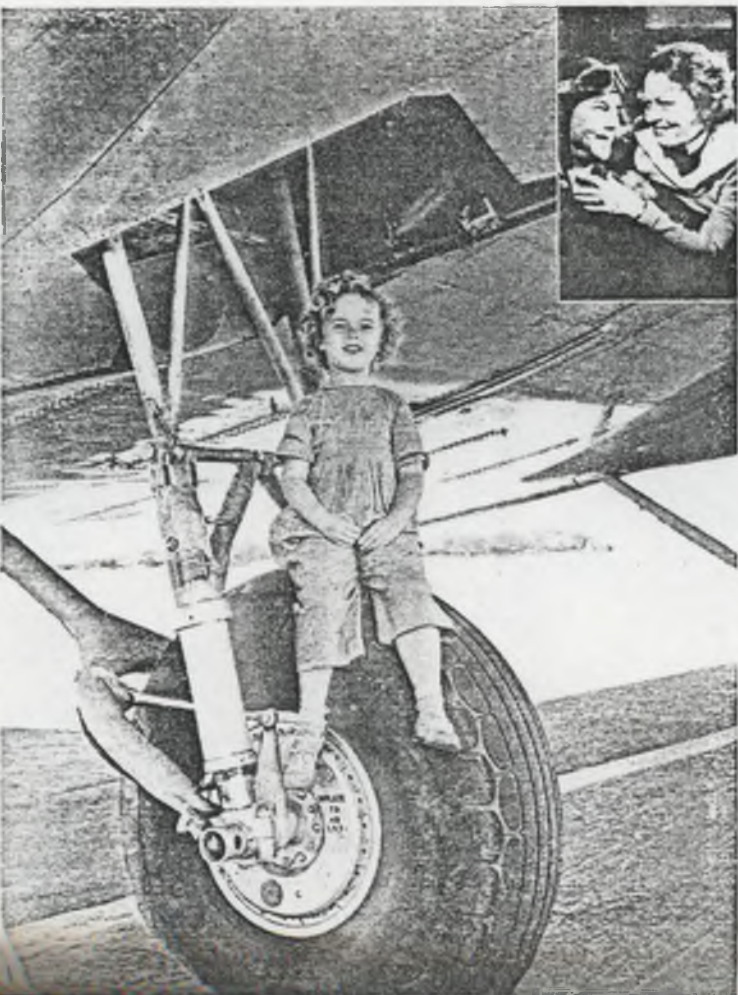
Jan. 1935 - Air Women

AERIAL PHOTOGRAPHY

LOUISE THADEN—who demonstrates that Cyclone-powered streamlined Beechcraft ship to prospective customers. With altitude, endurance and speed records, as well as first place in the original Woman's Air Derby, to her credit, Louise is one of the ranking pilots of the world.



FASHIONS FLY HIGH THESE DAYS. This costume inspired by the romantic garb of Tahiti—printed cotton with separate shorts and skirt—being shown during the course of the Altman fashion show in an Eastern Airliner en route for Nassau.



NONE OTHER THAN SHIRLEY TEMPLE on a balloon tire of a Douglas, as photographed during the making of "Bright Eyes"—the picture starring Shirley and James Dunn—much of which was made with American Airlines equipment (although one TWA coverall slipped into the picture) in and about Grand Central Air Terminal. Even Major Moseley got an honorable mention.

Pilot Bob Blair up there in the righthand corner was Aeronautic Advisor on the picture, and the chances are he was aided and abetted at his job by Pilot Margaret (to the right of him) who helps him conduct the Blair Flying School at Los Angeles Municipal Airport.

Seattle Public Library

By PAT O'MALLEY

THIS is the time when all good statisticians and reviewers look back over the year just ended and decide what has been accomplished in their various fields of interest during that time. As usual, plenty has happened in aviation to cheer about, especially in the activities of the transport lines.

ACHIEVEMENTS, 1935

TWA said magic words over some bullets and the bullets turned into 200-mile-an-hour Douglas airliners and proceeded to do incredible things to all the established transport plane records.

American Airlines produced the first honest-to-goodness pullman planes, Curtiss Condors, each accomodating twelve passengers in comfortable berths, and put them into service. These made a big hit with the customers, striking as they did a new high mark in flying comfort. They were placed on the New York-Chicago midnight schedule, the Fort Worth-Los Angeles overnight schedule and ran better than 90% full from the start of operation (May for the western schedule, July for the eastern) until December 31st.

American also brought out the Vulture, a single motored monoplane which

John Howard leaves Newark Airport for the Coast via TWA. Photo by Ralph Morgan.

is said to be the fastest transport yet put in regular service; its cruising speed being higher than the top speed of the twin-engined Douglass.

UNITED AIR LINES took the sudden cancellation of the air mail contracts like little *men*; advertised extensively, went ahead and carried more than half the air mail anyhow, and then increased not only the mail poundage, as compared with last year, but its passenger and express totals by nice large figures.

United has met the threat of Douglas competition by revamping its original Boeings; installing geared motors of improved design and touching up the ships in sundry spots. As a result they have boosted the Boeing's top speed to something around 202 miles an hour and the cruising speed to 189 miles an hour.

Eastern Air Lines did well also during the year. They inaugurated a nine-hour service between New York and Miami, using the ubiquitous Douglas and also the first direct transportation service from Chicago to Florida by way of Louisville, Atlanta and Jacksonville. It was about time, too, that the Great Lakes District got a southern air service they can use efficiently.

LET'S GO FISHIN'

LATELY Eastern has done a little pioneering in the realm of sport. They made a deal with the Sport Fishing Company, an outfit which organizes fishing and hunting parties throughout the country, and now they offer a week-end all-expense hunting or fishing expedition enabling sportsmen to go gaily off in quest of tarpon or Marlin in the Gulf Stream, quail in Georgia, ducks in the Carolinas or big game fish in waters off the Louisiana Coast any Friday afternoon and be back at work on Monday morning.

SERVICE TO CHINA

Pan American Airways has always been interested in establishing a trans-Pacific line, and indications are that service to China will begin almost any minute by way of Hawaii, Midway Islands and the Philippines.

SEVERAL of the big Sikorsky Clippers are preparing for test runs on the Atlantic and Pacific, during which the marine pilots of the airline will receive training for regular service across the Pacific to the Far East.

The Glenn L. Martin Company has also turned out a Clipper for Pan American.

The No. 7 received its first flying tests over Chesapeake Bay last month. Ninety feet long and with a wing span of 130 feet, it is the largest heavier-than-air craft ever to be constructed in the United States.

It is designed to fly with twenty passengers and a load of mail and cargo from California to the Orient at a cruising speed of 160 miles an hour. This will mean a crossing of the Pacific in two and a half days as against two and a half weeks by surface transportation.

HEAR YE!

However, the incident which pleased me most during 1934 occurred at the very end of the year and it is the fact that an established organization, flying passengers, express and mail put a woman pilot on their payroll. No stunt, this, but a regular job for Helen Richey, transport pilot No.—

I don't know how she managed to do it but anyhow give three cheers for Central Air Lines and for Helen. I'll wager no ship was ever as hard to land as that job.

TEN THOUSANDTH TRIP

This news may be a little late, but it's sufficiently important to mention. On November 27th United Air Lines completed its 10,000th round trip coast to coast flight, an event of sufficient importance in United's history to honor its pioneer pilots by having each division in both directions flown by pilots who have had more than a million miles of flying experience.

THIS event focuses attention on the pioneering which has been done on the Mid-Continent airway over which the anniversary flight was made. It was on the New York - Cleveland - Chicago - Omaha-Cheyenne-Salt Lake-Pacific Coast route that the Government inaugurated the first cross-country air mail service and for ten years it was the only trans-continental route.

On this route, predecessor companies of United Air Lines (National Air Transport, New York to Chicago and Boeing Air Transport, Chicago to the Coast) carried the first passengers between the two seaboard; operated the first airplanes built in the United States exclusively for air mail-passenger plane service; the first through multi-motored passenger plane service; the first multi-motored passenger plane service at night over long distances and the first coast-to-coast schedules of less than twenty hours.



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Jan. 1935 Qui Woman



This striking poster, executed by Max Jaedeker, was furnished by the Aeronautical Chamber of Commerce to the United States Post Office.

No country in the world has made better use of poster art as applied to flying than Sweden with the brush and pen of Anders Beckman.



POSTER

ROYAL DUTCH AIR LINES
WORLD'S LONGEST AIR LINE
K.L.M.



Operatic romanticism, exquisite pastel coloring and artistic values as expressed by Jan Wijga make this Dutch poster a joy forever.



A striking red line loaned by M. de Vries



Jan 1935 Air Womans

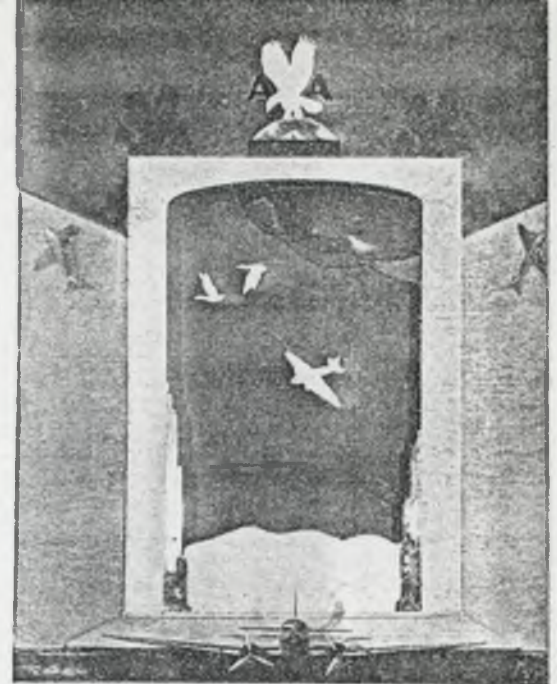
IN



**IMPERIAL
AIRWAYS**

THE GREATEST AIR SERVICE IN THE WORLD

This is one of several very effective posters in brown rotogravure print and red lettering used by Imperial Airways.



From an attractive window display of American Airlines—New York to Chicago in five hours, with stops at Buffalo and Detroit.

AVIATION

Jan 1935 Air Women



month's front
is reproduced
the beautiful
EUTSCHE LUFT-
ANSA poster by
German artist
George Ullmann.

SCORING UP



276.527 miles an hour. That's the feminine Speed mark, held by Helene Boucher and a 315 h. p. Caudron airplane.

About the only international record we American women can boast is the airline distance held by Amelia Earhart at 2,477 miles. Altitude belongs to France, speed for 100 kilometers and 1,000 kilometers without load, also belongs to our fair French sisters. In fact France about has us licked when it comes to record holding. Yet it wouldn't really take much effort on our parts to gather a bunch of records for ourselves. In fact, we can't miss! Because *mes enfants*, there are a handful of records well within the scope of equipment which we can obtain, upon which there has never been an attempt made. Therefore, whatever performance was turned in would constitute a record, no matter how bad! Don't misunderstand me, the record should be and probably will be creditably done, we don't do things any other way.

Now hark ye—and cut out this list for reference:

621 miles, Landplane Speed with 1,102 pound load;

1,242 miles, Landplane Speed without load;

62 miles Light Plane Speed (plane must weight empty less than 1,235 lbs. and seat two or more).

In fact there are three more records in the Light Plane C Class just aching to be broken, so if you have a plane that can make a good showing under these qualifications, you can get all the dope from Bill Enyart, N. A. A., DuPont Circle, Washington, D. C.

On the first two records mentioned, a Lockheed, Northrop, Beechcraft, or planes of that speed range and payload capacity would turn in a swell performance, and a record that would probably stand for a while. In the light plane class we'd recommend a Monocoupe with the big Warner engine, or one of the new Ryan ST's for the gals on the West Coast.

The feminine records (International) are a bit tough to crack, but could be done. We have sufficient competent pilot personnel to do it, but equipment is the big catch. However, one never knows just who can get that maybe, so

we'll list the most worthwhile of the records now standing:

Airline Distance—Amelia Earhart—2,447 miles.

Altitude—Maryse Hilsz—32,122 ft.

Speed, Maximum—Helene Boucher—276 m. p. h.

We haven't mentioned seaplanes, but there is a category covering them. Evelyn Seversky might take a pop, and if she did, about ten records would fall tumbling with little efforts. There is Airline Distance for seaplanes that has never been attempted, Broken Line Distance the same and that goes for Maximum Speed also. The seaplane Altitude record is only 18,221 ft., and that should be easy.

It would seem that on some of the newer airplanes like the Northrop, Electra, and Beechcraft, that the manufacturers might be talked into giving some of the feminine pilots a chance at record breaking, or establishing as the case might be, in order to have an official certification of the performance of their respective aircraft. At least there is one angle of thought from which to work. Now let's see what happens. For further details, write the National aeronautic Association at Washington, they will be tickled to death to help you in any way possible, and you'll find them more than eager. It seems too bad that we have sat back on our haunches so to speak for the past few years and let the grand start we had in 1929 slip from us without a struggle. The really nice part is, that it won't take a very determined struggle to bring a lot of them back, and even less to establish quite a few new ones!

LOUISE THADEN.

Lockheeds: Amelia Earhart's Vega now in Honolulu and Laura Ingalls' new "mystery Orion" in Los Angeles and their pilots appear to have rather definite designs on certain specific records. And judging by past accomplishments new records are due to be chalked up shortly.

Mary Nicholson of Greensboro, N. C., stunning in a white 59 flying suit matching her white Waco gave a neat exhibition of aerobatics at the Aerial Circus at Charlotte Airport on December 9.

Thanks to a slip in make-up no credit line appeared on the very fine etched Christmas card, of a threesome waving at a pilot upstairs, done by William Heaslip which appeared on page 7 of the December issue.

Books and Magazines

By MABEL BRITTON

'Board the Airliner by John J. Floherty. Doubleday Doran & Co. N. Y., 1934. \$2.00.

When I was a little girl a railroad journey was entrancing and railway stations the most fascinating places in the world. How romantic and glorious the big trains thundering in—how powerful and frightening the huge engines. Even the smoke and cinders were exciting and delightful. I used to breathe in hard all I could. (I think this must have held over, for today I *like* the smell from an airplane engine exhaust!) When the brakeman called "All-ll A-bo-o-oard" there came a dreadful contraction in the pit of the stomach and such a longing to go—somewhere, *anywhere*!

Today it is the big airports and airliners which spell romance for the young, and for the old too. In *'Board the Airliner* Mr. Floherty with his camera takes us on a cross-country journey via one of the big Airlines. Beginning with the city ticket office and the bus ride to the air terminal, he gives faithful pictures by word and photograph of various phases of the trip; the weighing of baggage, the quick smooth take-off, the luxurious comfort of the passenger cabin, the pilot's cockpit with its fascinating dials and instruments briefly explained, the beauty and excitement of the panorama unfolding below, blind flying through the clouds. Then "back of the lines" in the mechanics' shops we see the engines serviced; hear of radio information and teletype men and weather observers, all the intricate and interesting work which goes on night and day to make the airlines safe. The photographs are splendid, mostly full-page.

Knights of the Wing by A. M. Jacobs. Appleton-Century Co. N. Y. \$2.00.

Marguerite Jacobs Heron, secretary of W. N. N. A., has written in clear untechnical fashion a delightful book for boys and girls. She tells how planes are built, equipped, tested; of the thrills of parachute jumping, the hazards and excitements of first test flights, the pilots of the untried planes being the true Knights of the wing. There are chapters on night flying, seaplanes, passenger flying; the radio beacon is explained and the wonders of aerial photography described. In a final chapter, "Gentlemen unafraid," some of the great flights, Lindbergh's, Chamberlins, etc., are told in graphic manner. Since the book came out in 1928 the more recent thrilling accomplishments are not included. There is an introductory note by Orville Wright.

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SOUNDPROOFED BY SPERRY 13

By STEPHEN J. ZAND

THE final chapter of the era of "cotton in your ears while flying" has been written now that ten of the major airlines in the world have purchased Curtiss Condors, Northrop Deltas and Douglas DC-2's.

The general opinion is that the remarkable reduction of acoustical disturbances in these airplanes is due to mysterious materials which, placed around the cabin, prevent sound waves from reaching and annoying the occupants. This idea is far from correct as there are many features in addition to sound-absorbing materials which have been incorporated in the basic design in order to make an efficient acoustical treatment possible.

A factor of prime importance is, for example, complete discontinuity between the power plant and the structure, which is achieved by the use of proper elastic mountings. Slow propeller tip speeds, the location of propellers so as to insure a large clearance between their tip and the fuselage, and many other factors are other requisites of an effective acoustical design.

On fabric-covered airplanes the inner structure of the cabin must be designed to float on the main structure, a result which is obtained by the use of special lamps and plastic insulators. On metal monocoque constructions the inside trim and covering are attached to the stringers and frames through rubber or felt washers.

TREATMENT OF FRONT BULKHEAD—In the upper righthand corner, felt cut into small triangles is being fitted over the rivets. Perforated felt has already been fitted into the space above.



IF structural parts, such as spars, pass through the cabin, they may be covered with suitable acoustical materials to prevent the radiation of sound. Inter-cabin bulkheads are often built of very thin materials, and in most cases they are formed from large metal sheets. Unless special precautions, such as the employment of angular bracings, are taken, they will produce very unpleasant, low frequency sounds which are almost impossible to eliminate with soundproofing materials. It is very easy, however, to incorporate in the basic design constructions which will not vibrate and will be considered satisfactory.

A special study must be made in connection with methods of attaching such accessories as ash trays, foot rests, coat hangers, fire extinguishers, serving trays, etc., to the cabin. It is almost unbelievable how annoying to the passengers such monotonous rattles can be. Apparently inconsequential details, they nevertheless require time and patience.

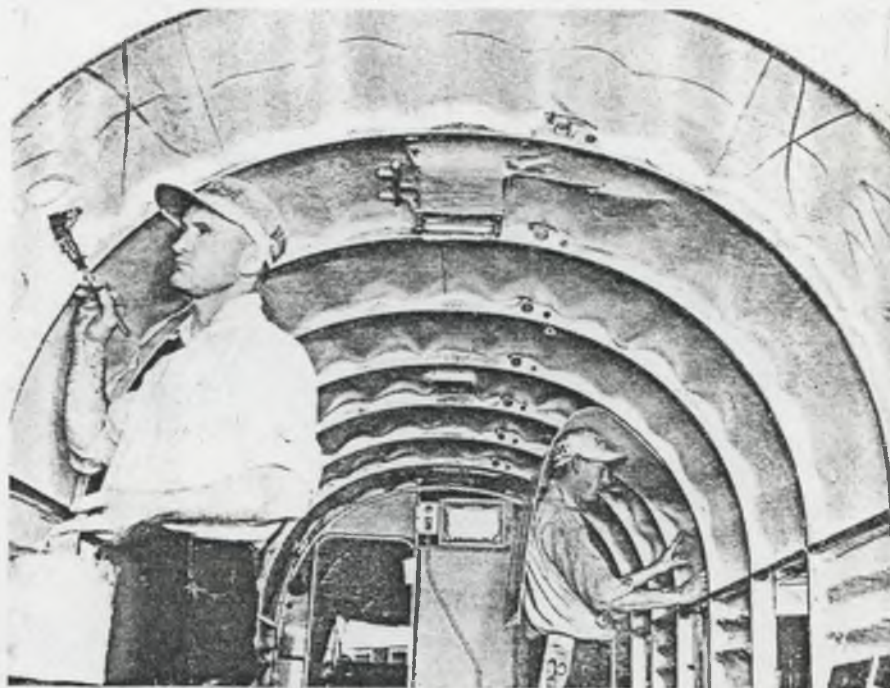
After all these and other precautions have been taken, the airplane is flown and a frequency analysis made in the different parts of the ship. This test shows the magnitude, distribution and predominant pitch of the noise. Then such materials or combinations of them are chosen as well be most suitable to absorb these particular frequencies in order to make the spectrum of noise least

disturbing to the human ear. Felts, paper pulps, sheeted kapok, light fibre boards, synthetic fabrics, and other materials are generally applied, but the specification depends entirely upon the frequency analysis.

As a large amount of sound can enter through the smallest crack, all soundproofed cabins must be air tight, necessitating special door and window constructions. The cabins must also have a ventilating and heating system which will permit air or heat to enter but will exclude the disturbing sound waves. This is accomplished by the use of acoustical filters or other devices adapted from theatre ventilating practice.

The additional weight necessary to obtain good results amounts to about eight to sixteen pounds per passenger, depending upon the design of the airplane and upon the degree of quiet required by the specification. On the Douglas 166 pounds were expended for soundproofing and interior trim.

The comfort and degree of quiet at 200 miles an hour may now be very favorably compared to that of any other form of transportation. It has already been told of a Curtiss Condor that after a landing in a local air terminal two apparently unaccounted-for passengers were found peacefully sleeping in their berths. Now we hear of a transcontinental traveller being annoyed by heavy breathing of his sleeping fellow passengers.



FIRST STEP IN THE TREATMENT OF THE CEILING—Note the acoustical filter at the center near top of picture, which is connected to the exhaust ventilator.

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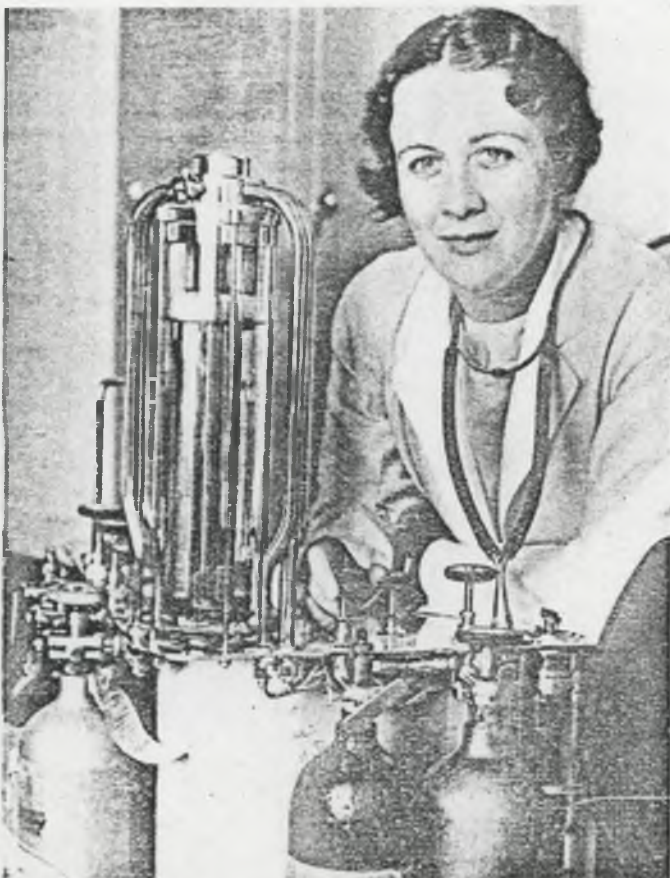
BREAD and BUTTER and AVIATION Pot and Pan Mechanics



CLARA REGINA GROSS, M. D.

since 1630—served her internship at the Los Angeles General Hospital. She has already obtained her student's permit and is well on the way to getting her flying license. Dr. Kittredge is studying the effect of flying on a woman's nervous system.

And introducing her friend across the continent, Dr. Clara Regina Cross, who is the latest woman doctor appointed by the aeronautical division of the Department of Commerce. Dr. Gross who graduated from John Hopkins and served her internship at Bellevus Hospital in New York, has been listening to ground flying for the last eleven years. She says an old friend of the family (?) is a flier down at Langley Field and he has been their main source of aviation information. Finally she had



the opportunity to go for a ride herself, and she made the pilot do all the tricks just to find out her own reaction to the various situations. She wasn't scared or nothin'. Liked it a lot, in fact, so now she also has her student permit, and there will soon be another flying doctor in our midst.

Dr. Gross is also specializing on the reaction of flying on a woman's nervous system. It will be interesting to find out how we are bothered, if any, by these aerial antics, over a period of time.

EMMA KITTREDGE
M. D.

THE East is East, and the West is West, but they are bound to meet in spite of Kipling, because one of the woman doctors appointed by the Department of Commerce is in the East and the other is in the West, and they happen to be friends.

Dr. Emma Kittredge is the good-looking girl from the Golden West, and has the honor of being the second woman doctor ever appointed a medical examiner by the Aeronautical Division of the United States Department of Commerce. That should be important enough for anybody. Her other official title is chief anesthetist at the California Lutheran Hospital. Dr. Margaret Witter of New York was the first woman medical examiner. She is not now serving in that capacity.

Dr. Kittredge who has never had any illusions about doctors—there have been nine generations of them in her family

THEA RASCHE—charter 99, a passenger on the Douglas which covered its pilots and transport flying in general with so much glory in the London-Melbourne Race and editor-in-chief of a weekly German flying magazine—should be able to lend an European note to this month's Pot and Pan Mechanics. So I thought. Fondly anticipating soul-stirring revelations along the line of *Kartoffelkloesse* or *Sandtorte* we called her at the Waldorf-Astoria only to learn that Thea has a decided preference for American dishes. Better than anything else she likes alligator pear salad (a half alligator pear served with French dressing), a nice thick juicy steak, broiled lobsters served hot with butter sauce and onion soup.

Oh well, onion soup at least is of foreign origin and since Thea Rasche is so devoted to it we are giving a couple of variations of this French dish as practiced in America.

Onion Soup No. 1

Wipe, peel and thinly slice 5 small onions; put in a frying pan in enough butter to prevent burning, but stirring constantly until soft. To 6 cups of meat stock add onions and salt to taste. Cut stale bread in 1/3 inch slices and remove crusts. Toast on both sides. Place in tureen, sprinkle with 3 tablespoons grated Parmesan cheese and pour soup over just before serving.

Onion Soup No. 2

2 cups finely chopped onion
2 tablespoons butter or bacon drippings
4 cups rice water or vegetable stock
1 teaspoon salt
1/8 teaspoon white pepper
1/8 teaspoon paprika
2 tablespoons chopped parsley
Cook onions and butter or drippings in covered saucepan, shaking pan often. When onions are tender add rice water or stock; boil 5 minutes; add seasoning and chopped parsley.

AMONG favorite recipes of Dr. Clara Regina Gross, one of the two women medical examiners for the Bureau of Air Commerce, is this simply made and simply delicious:

Raspberry Mousse

1/2 tablespoon Knox gelatine
1/8 cup cold water
Box of raspberries
1/2 cup sugar
1/2 pint cream

Take raspberries and beat with one-half of the sugar and strain. Get the seeds out. Add gelatine and cool. After set add cream whipped, and sugar. Chill in a mould about 4 hours. Birdseye Frozen Food raspberries which are already cleaned and selected simplify the process of preparing this dessert considerably, according to Dr. Gross.

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FASHIONS IN FLIGHT

By FAY GILLIS

ARE we flattered, or what, to think that no less a fashion dictator than Mariel King—who is always to be found in *Vogue* or *Harper's Bazaar*—has made a streamlined sketch just for us. Her version of what the well-dressed airwoman might wear as she flies around the country-side in any one of today's closed port planes, which are as luxuriously finished as any automobile on the market. When I asked her what she would suggest if one of her clients wanted a

costume for flying, she hesitated, said that the occasion had never arisen, that she had never been in an airplane and had never thought about the idea. You would never know it—she looks that modern, her tall slim figure in a wine-colored velveteen suit, most effective with her curly, cropped, black hair.

However, after explaining to her that flying clothes in closed planes really aren't any different than other types of sport clothes and showing her a sample of Flightex—that good-looking material that is used for airplane covering, she agreed to make a noble attempt at our proposition, in spite of the dozens of people hovering around making demands on her time. And here is the result.

King's Costume

As simple and as effective an outfit as you could wish for, and being made out of airplane cloth it is really aeronautic—a dress and plane ensemble and not an extra doodad anywhere to spoil the streamlining.

The jacket, which may be worn either open or closed, is the color of natural linen, stitched with maroon thread, and fastened with maroon buttons. There are four pockets also stitched with maroon thread, to hold all the odds and ends—lipstick, compact, cigarettes and don't forget your mad money, even though you have a sweet disposition. Note the trick cut of the sleeve.

The skirt is maroon in color, matching the buttons and the stitching on the jacket. A natural linen beret with a maroon pompom completes the picture. Smart, what? As the English would say. Bet it would make an Englishwoman forget her horse—at least temporarily, and it would have to be plenty smart to even do that. Really must be seen to be appreciated.

Flightex Fabric

And wait till you see the Flightex material. Imagine you will be surprised as we were, if you're the surprising kind. It is an all cotton fabric made of long staple pima Arizona cotton. The material is mercerized, vat dyed, sanforized

shrunk, according to the statistics, weighs 4 ozs. per square yard and it comes in the most heavenly colors. Whata fabric!

Why not a whole summer wardrobe of airplane cloth? Flying Frocks by Flightex, or Flightex's Flying Frocks. Which ever you prefer. You can't forget it either way you put it. It wears like iron and takes to water like the ducks do. It tailors beautifully—ideal for those dozens of smart, simple, sport outfits so indispensable to the present-day wardrobe. And at the same time you are being loyal to the aviation industry. It's like those slogans: Buy British or Buy American. Only ours is Buy Aviation!

Men Win

But gals, guess what? The men are laps ahead of us. In fact they have been flying circles around us for a long time when it comes to Flightex. Beat us at our own game, so to speak. Somehow you don't expect men to be smart in a material way. However, they have done the unexpected and you should see the good-looking shirts they have had made up out of this airplane cloth. I spoke to the manufacturer about making up some shirts for us too but he said that there wouldn't be sufficient interest among the women to warrant the expense. Just as though every girl doesn't keep a regular shirt in her wardrobe for those moments when she feels athletic and out-doorish and on a par with the men. What could be trickier than a shirt of airplane cloth with a pair of airplane cufflinks by Rogers Peet? Just the right dash to make you distinctive—and isn't it fun to be just a little bit different?

Why not a pair of Flightex pajamas for your first night ride in a Sleeplane on the airlines? Or when you come home from the office all tired out, hop into a pair of these aviation pajamas with a pair of wings embroidered on the pocket, or the 99 insignia—and you are all ready for a round-the-world flight in your dreams.

P. S.—This is not a paid advertisement even though it might sound like one. Just something I stumbled into while I was looking for something else, and thought it was a good idea. Heaven only knows what I will run across before I finally find what I am looking for. Will let you in on the secret when it is discovered.



Jan. 1935 Air Woman



New York-New Jersey

AT the guest dinner meeting of the New York-New Jersey Section, held at the Beaux-Arts Apartments in December, Captain Eddie Rickenbacker gave a thoroughly interesting talk on the subject of air transportation. He stressed the important progress made and in the making in "licking the weather" and pointed out that airlines have progressed further in the matter of weather in the last five years than the shipping interests, who always had the weather to contend with, have progressed in a thousand years.

Captain Rickenbacker also made some interesting prophecies about developments which air transportation will show within the near future.

An informal 99 luncheon was held on December 27th in honor of Mrs. Martin Johnson and Thea Rasche at the Elizabeth Reynolds Tearoom.

Due to the resignation of Clara Gilbert as corresponding secretary, Fleur-de-lys Scheer was appointed to that office, and Laurel Sharpless Terry has been appointed sectional reporter.

North Central Section

The good old spirit of Christmas prevailed at the December luncheon and meeting of the Michigan Chapter at the home of Alice Hirschman. A gay little Christmas tree in holiday garb sat jauntily on a table laden with gifts for good 99's. The girls drew names of cities in the United States from a box, to which they were to make cross-country "hops" with Detroit as a starting point. The one who drew the farthest destination had first choice of the presents, and so on, until everyone received hers. The limit to the price of the gifts was fifteen cents, and the array of useful and attractive articles was amazing.

Beside the Santa Claus table stood a basket which was filled with groceries brought by the members. The dues from the meeting were used to purchase meat and other perishable commodities for the basket which went to a needy aviation family for Christmas.

At the meeting it was decided that each member will prepare a paper on some phase of aviation which she will read at a future meeting, and which will be discussed by the group. This is to be in

addition to our regular program of talks by people prominent in aviation. Mabel Britton is to give the first paper at our next meeting in Flint the second Saturday in January, where we will be the guests of Margaret Horton.

ALICE C. HIRSCHMAN.

When Elly Beinhorn, German aviatrix, set her trim little Klemm on the runway at Detroit City Airport, December 13th, she was greeted by Gladys Hartung, Helen Lehtio, Mary Von Mach, Leila Baker, and Alice Hirschman, Michigan 99's, who entertained her at a luncheon at the airport. On Friday the Women's Aeronautical Association of Detroit gave a tea in her honor at the Women's City Club. Blanche Noyes, and Mrs. Jeanette Picard, the only woman to have piloted a balloon into the stratosphere, were also guests on this occasion. Miss Beinhorn was presented with a beautiful leather manicure kit by the members. She spent some time visiting automobile plants, which was her chief purpose in stopping at Detroit, and also doing some Christmas shopping and enjoying a swim for exercise and recreation.

Southwestern

GIRLS of the Southwestern Section met on the Matson steamer, *Lur-line*, to bid Amelia Earhart bon voyage and happy landings on her trip to Honolulu. Making a Christmas party of the occasion, the group met in the Putnam stateroom where Santa had deposited some clever and interesting gifts for Amelia—none of them exceeding twenty-five cents in cost. The Putnams were accompanied on the trip by Myrtle and Paul Mantz, both Southern California pilots, with whom they have been visiting.

Edna Crumrine, one of our most attractive 99's is keeping very busy working in pictures these days. Lauretta Schimmoler is with the Dr. Samuel Spitz Flight Recorder, and predicts a successful and prosperous year for the company. We're with you Lauretta, and here's to bigger and better light recording.

Myrtle Mims has a brand new Fairchild, and for all her being so tiny, is one of the most successful commercial operators in Southern California, prov-

ing that good things do come in small packages.

Maude Miller's father passed away just before Christmas. We extend sincerest sympathy to one of our best workers.

Bay Cities Chapter

AT our December meeting, held at the Hotel Whitcomb, San Francisco, Helen Moody, our first junior member, and Gerry Honomichl of Tulsa, Okla., were guests of honor. Both told us of their flying experiences.

Thyra Merrill is now Mrs. Duncan McLean of Seattle; Marian Trace, who is office manager for an airline in Honduras, writes letters chuck-a-block with interesting news . . . Lillian Anderson spends Friday afternoons off hiking up and down the ravines of the American River Canyon near Weimar . . . Janet Z. Briggs who is studying engineering in Vienna reports that there are only two privately owned planes in all Austria and she has done no flying there. She expects to get her doctor's degree in July.

New Members

Alberta Barber, Washington, D. C.; Nina L. Baker, Detroit, Mich.; Johanna Busse, Washington, D. C.

Junior members: Daisy M. Kirkpatrick, Swampscott, Mass.; Mrs. Suzanne MacPherson, West Rindge, N. H.; Helen Moody, Santa Cruz, Calif.; Mrs. Toomey, Providence, R. I.; Florence A. Yeskett, East Hartford, Conn.

PINS

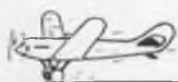
99 pins may be secured at 90 cents each from Marjorie Ludwigsen, national treasurer, at 4 Irving Place, New York City.

ALL 99's who have not paid their dues by March 1st will be taken off the mailing list of AIRWOMAN, since the dues, which include a subscription to the magazine, were payable some months back. If you are delinquent please get your dues in without further delay, so we can check up the list and have plates made up for those girls whose addresses have been changed.

Also please notify us immediately if you change your address so we can correct our list.

Jan. 1935 Airwoman

W.N.A.A.



HAPPY NEW YEAR to each member of the Women's National Aeronautical Association, and may the season bring you all the special gifts we have come to associate with the New Year—new renewed hopes, and aspirations, and ambitions, new resolve and fortitude.

The end of the old year is such a candid closing date for unsatisfying work, unworthy hard feelings and discouragements, and the discouragement of plans and postponements—the date of winding down 1934-Profit and loss.

Now we can turn the new leaf of 1935 white, with fresh enthusiasm our plans and accomplishments.

For the Women's National Aeronautical Association, may the new Year bring increased opportunity for co-operation, for friendship and the privilege of service, for each of you—health, happiness and success beyond your fondest expectations.

DAISY T. GREENE,
President, W. N. A. A.

Editorially Speaking

ONE of the accomplishments of 1934 which we hope we may carry with us into a successful future is the magazine initiated with our aid, which by making our Units better acquainted with each other, is proving such a fine thing in drawing them closer together. It is still in its pioneer stages and should prove more and more valuable as it becomes more firmly established. A magazine is not an inexpensive or simple thing to launch and carry, however, to the established stage. It needs advertisers for part of the expenses, and it needs a healthy subscription list to encourage advertisers to buy space. We hope all W. N. A. A. members will back up this first air magazine for women by encouraging the reading of it and subscriptions to it. Also there is a nice plan by which the Units may earn money by placing advertising. Information regarding this plan may be had by addressing Mrs. Clayton Patterson, 814 E. Boulevard, Charlotte, North Carolina. Also we should like to see the Units interest themselves to the extent of sending in short items of their happenings, work, and plans for the W. N. A. A. page.

A letter from Mrs. E. P. Comer, president of the Miami Unit, brings us the good news of her recovery from a serious operation. Mrs. Don Peabody, first vice president of W. N. A. A. and a member of the Miami Unit also underwent an operation in the Fall, from which it is hoped she has fully recovered by now. Mrs. Comer writes that during her illness the Miami Unit held their first fall meeting and plunged headlong into plans and work for the Miami Air Races. At a meeting held on December 19th, plans were laid for a luncheon for January 9th to honor the first woman official on the Air Race Committee. Arrangements were also made to establish and keep open house on the "meet" grounds for the recreation and pleasure of the fliers taking part in the Air Meet, to be held January 10th-12th. "We were fortunate enough to have Peggy Rex and her daughter with us" writes Mrs. Comer, "and she proved a wonderful help and inspiration."

It gives us pleasure this month to introduce the Oklahoma City Unit, the second largest chapter of W. N. A. A., and to hear from Mrs. Joel Bates, the unit president, something of its organization and activities.

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

Oklahoma City Unit Maintains Club Room

The officers of our unit are listed as follows: Mrs. Joel C. Bates, President; Mrs. George Hornbuckle, first vice president; Mrs. R. C. Grinnell, second vice president; Mrs. Alberta Bleakly, secretary; Mrs. John F. Wilhoit, treasurer.

OUR activities this year have been mostly social and the occasions did not arise as frequently as the previous year to entertain visiting celebrities, although one of the first events of the year was the banquet given for Jimmie Doolittle at the Biltmore Hotel. This was sponsored by the men's organization, the Aviation Club of Oklahoma City, and by our Unit.

WE have had several joint meetings with the Aviation Club this year and have had some picnics and parties, among them our annual Hallowe'en party, which this year was a Scavenger Hunt, and we are giving a dinner dance for our annual Christmas party. We also gave a Benefit Bridge to help provide funds for our year's work and while this ordinarily would do little to encourage aviation we provided several airplane rides as prizes and the idea was received very nicely.

Our monthly meetings are usually held in the Colonial Room of the Y. M. C. A. the first Wednesday of each month. Our business meetings are generally followed by a program or speaker and we are glad to say that our membership is holding up very nicely in spite of the fact that several have had to leave Oklahoma City due to transfers caused by reorganization of air mail companies.

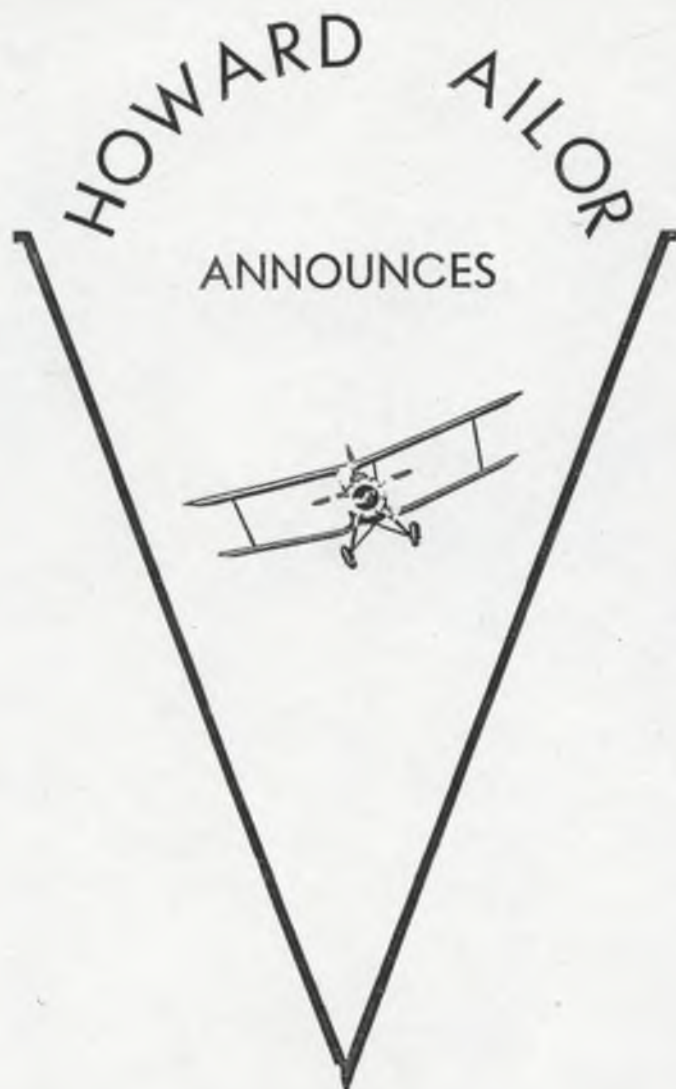
We are still maintaining a club room which we have fitted up at the Municipal Airport on the third floor of the Terminal Building, and this room is at the convenience of members or visiting woman pilots.

MRS. JOEL C. BATES,



MRS. DAISY T. GREENE

Jan. 1935 Air Woman



The Re-opening of a

PALM BEACH BRANCH

of Waco Sales at Belvedere Airport, West Palm Beach, Florida, under the direction of Edward F. Maloney, to serve winter aviation vacationists from the four corners of the country who found the Palm Beach branch so convenient last year.

WACO

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THAT AIR FUN

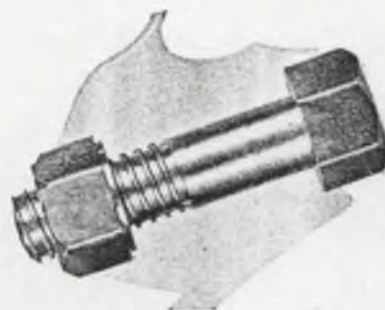
WELL it remained for somebody's aunt to discover that it wasn't possible to airmail one's 14-year-old nephew home for the Christmas holidays. The United States official Postal Guide says "any mailable matter except that liable to damage from freezing may be sent by air mail," but Assistant Postmaster Michael Burger of New York City simply said "No."

PROGRESSIVE Hawaiian builders recently used an airplane to carry a truckload of building materials to the top of a mountain. They saved weeks of time.

A SYSTEM of distributing food to birds by airplane is under way at Caldwell, N. J., under the direction of the Consolidated Sportsmen of New Jersey. Henceforth every airplane leaving the Caldwell-Wright Airport will carry a quantity of food to be dropped in isolated sections where snow makes it difficult for birds to feed. During the recent cold spell ten planes spread a ton of cracked corn over sections in five counties.

AN Army tractor rescued Mr. and Mrs. Richard du Pont from the Everglades of Florida where they and the plane were marooned for eight hours. Mrs. du Pont reported that they were glad to see the tractor but had experienced no discomfort because of the long wait.

JAMES DUNN became so air-conscious after playing the lead in "Bright Eyes" that he placed an order for a "shirt" of his own.



Loose bolts, nuts, or screws
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

Jan. 1935 - Air Women

A PERMANENT AVIATION COMMISSION



The American women who now hold pilot's licenses, the increasing number who buy tickets and fly over our air lines and the even greater number who send their mail and express by air—all those women who use aviation in one form or other may realize vast benefits from a permanent civil aeronautics commission as has been proposed to the present craft board investigating the problem. The consensus of opinion is that there are too many Government agencies dealing with civil aviation, and that one agency can do it much better.

We have in Washington today, regarding, supervising, developing or attempting to develop civil aviation the Department of Commerce and its Bureau of Air Commerce, the Post Office Department handling air mail, the Interstate Commerce Commission handling mail rates, the Federal Radio Commission dealing with radio, the NRA administering air transport and the fixed operators' codes, and possibly the proposed aircraft manufacturing code, the RFC investigating the financial background of the industry in view of proposed loans, the Department of Justice which is called upon to procure statistics never a Congressional committee or executive department wants to know anything about the industry. Again we have some twenty other bureaus dealing with aviation, such as the U. S. Forest Service, the U. S. Customs Service, Public Health Service and others.

How much better it would be were there established a permanent bureau, set somewhat along the lines of the Civil Aeronautics Board, to coordinate all these activities and as practicable and guide the development of a national policy.

The need for such a permanent civil aviation commission becomes apparent when we realize the present situation. Our planes have been caught up and ground between the wheels of the legislative machinery. They need a doctor, quick. The magnificent development in speed service on the air lines this year has been the result of impetus lent to scheduled operations in the past, during the time when there was no reason to doubt the Government's ability to which the Government went in building up this important aviation system. The new equipment has brought improved service this year planned at least two years ago. The lack of that improvement has now been made. The future depends upon Government support and supervi-

The cost of private flying must be reduced. Red tape must be eliminated. Relaxing the too exacting rules for student pilots might help in many instances. All tax on aviation gasoline should be devoted to aviation purposes. The financing of airplane and equipment sales must be perfected into a good system. Many believe that Federal regulation of title, mortgage or other conveyance affecting purchases of private planes should be adopted. Uniformity in State aviation laws is a crying need. Lower insurance rates are necessary. Those are only a few of the ills pestering aviation.

The industry is of one mind in believing that there exists only one efficacious remedy.

That remedy is a group of experts operating as a clinic, diagnosing each individual case and curing it. The speed of the airplane and the size of our country combine to make aviation national in scope. Therefore your clinic should be a national clinic. It might well be named the Federal Aeronautics Commission, empowered by Congress to deal with all civil aviation matters. It should be an independent bureau, responsible only to the President of the United States. Its bi-partisan membership, rotating so that as terms of office expired a sufficient number would always be familiar with their duties, would be as non-political as possible.

FLIGHT NEWS

Pilots and planes joined in a gigantic nationwide demonstration on the thirty-first anniversary of the first flight by the Wrights on December 17 which has been designated National Aviation Day.

Here is a report on one local demonstration from Charlotte, N. C., down Kitty Hawk way.

Charlotte Airport Honors Orville Wright

Promptly at 10:30, H. O. Comp, manager of the Charlotte Airport, took off in his Stinson and invited as his guests Clayton Patterson, Joe Cannon Jr. and Wilson Mills.

Joe Cannon Jr. flew in the day before in his Waco for the holidays from Winter Park, Florida, bringing with him Wilson Mills. They are attending Rollins College and are members of the Rollins Flying Club. Mr. Mills is a flying instructor at the school. Both men have their transport licenses.

Also in the air was Mr. McLain from Greensboro with a student, and Jimmy Nall, Department of Commerce Inspector.—C. P.

Just Among Us Girls by Mister Swanee Taylor

Gather 'round, girls, we're gonna write a letter. Peek over my shoulder and check on punctuation:

Walter Winchell Esq., N. Y. Daily Mirror & Not Enough Other Papers in the U. S. A. Dear Mr. Winchell:

It is in regard to your interesting December 16th broadcast that we take the liberty of addressing you thus informally.

In particular, we want to jabber about that well-meant warning to amateur flyers to be ooh so cautious going aloft to celebrate the thirty-first anniversary of flight.

Now there's no doubt in our minds, not the slightest, that you gave valuable other time for any reason other than to be of service to the fragment of mankind who fly through the breeze for sport. Nor, in the same breath, do we believe that those who prompted the warning had anything but sweet motives. But there's the rub. Aviation frequently is throttled by just such loving hands seeking to cram down our throats oversized prophylactic sugar-pills.

And as might be expected these self-appointed medicinemen are but slightly versed in the facts of flying life. To them aviation is an awesome practice calling for a wide assortment of talents which lifts each individual flyer into the realm of demi-God. Honest, those bozos think we sprout feathers. But what really loops us is that the sundry brayings of these—well, now we've got to say donkeys—never fail to slice through editorial room clatter to reach attentive, if not receptive eardrums.

Please don't you, Mr. Winchell, pay heed to the old-maidish ground hysteria that rings 'round the world when anything notable comes up in aeronautics. You can do so much for us if you will help keep at a minimum the panicky spoutings of jittery old women of both genders. Besides, it will be a truly great public service if you lend your vast circulation to the de-bunking of a horribly hoked-up business.

So we prayerfully request that you double check all flying copy crossing your desk. If your sweet gal Friday will call any airport and ask for a working pilot he, or she, will gladly help dig up the straight of it.

We'd love to tell you a few of the facts of flying, dear Mr. Winchell—but not here—space won't permit. However, do believe us when we say that the airplane is the only carrier that moves in a friendly element. Flanged wheels are forever trying to jump the track, the sea never loses its thirst for ships and men and special paths have to be prepared for all other vehicles. But the flying machine encounters none of these problems in flight. You see, it operates according to a fundamental law of physics whereby the atmosphere is ceaselessly straining to *hold it up*. And about the only thing that can go wrong in the whole contraption, Mr. Winchell, is the nut holding the wheel.

Goodbye, sir. We join the world in wishing the next little Winchell high ceilings and many, many happy landings all through life. Lots of oil pressure to him! Sincerely,
Us Girls.

Jan 1935 Air Woman