

# AIRWOMAN



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# AIRWOMAN



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# The Smartest Thing Aflight

. . . owned by a woman!

**E**QUIPPED to teeth with everything that's new and up-to-date in ship outfits!

Here it is, for those who have an eye to sheer aircraft beauty, in the Lockheed Orion in which Laura Ingalls recently made the first East-West non-stop transcontinent flight by a woman.

Laura, who was awarded the Harmon Trophy for women pilots in the United States for her 17,000 mile solo around South America in 1934, may again try to better Amelia Earhart's record for the West-East non-stop of 17 hours and 7 minutes in this same Orion.

There's no knowing what notable flying feats she will be chalking up. We asked her to jot down a few facts about her new airplane, and this is her own account of the ship and their recent joint achievement:

"My ship has a supercharged 550 horsepower Wasp engine—retractable landing gear — controllable pitch

propeller—flaps—Sperry Gyropilot—Westport radio compass and standard instruments. It carries 630 gallons of gas and 40 of oil.

On the recent transcontinental flight I took off with 600 gallons of gas and 40 of oil. I believe, added to weight of my ship empty (4,040 pounds), the heaviest load ever taken off by a woman.

The flight was made in 18 hours, 20 minutes, bettering the record of Collyer and Tucker in a Lockheed Vega in 1928 by five and a half hours and establishing a woman's record. The purpose of the flight was to gain personal experience in the use of *fuel economy*. No attempt was made for speed.

LAURA INGALLS."



Della Lawhorn, private pilot No. 29008, of Downey, California, and her new Porterfield airplane.

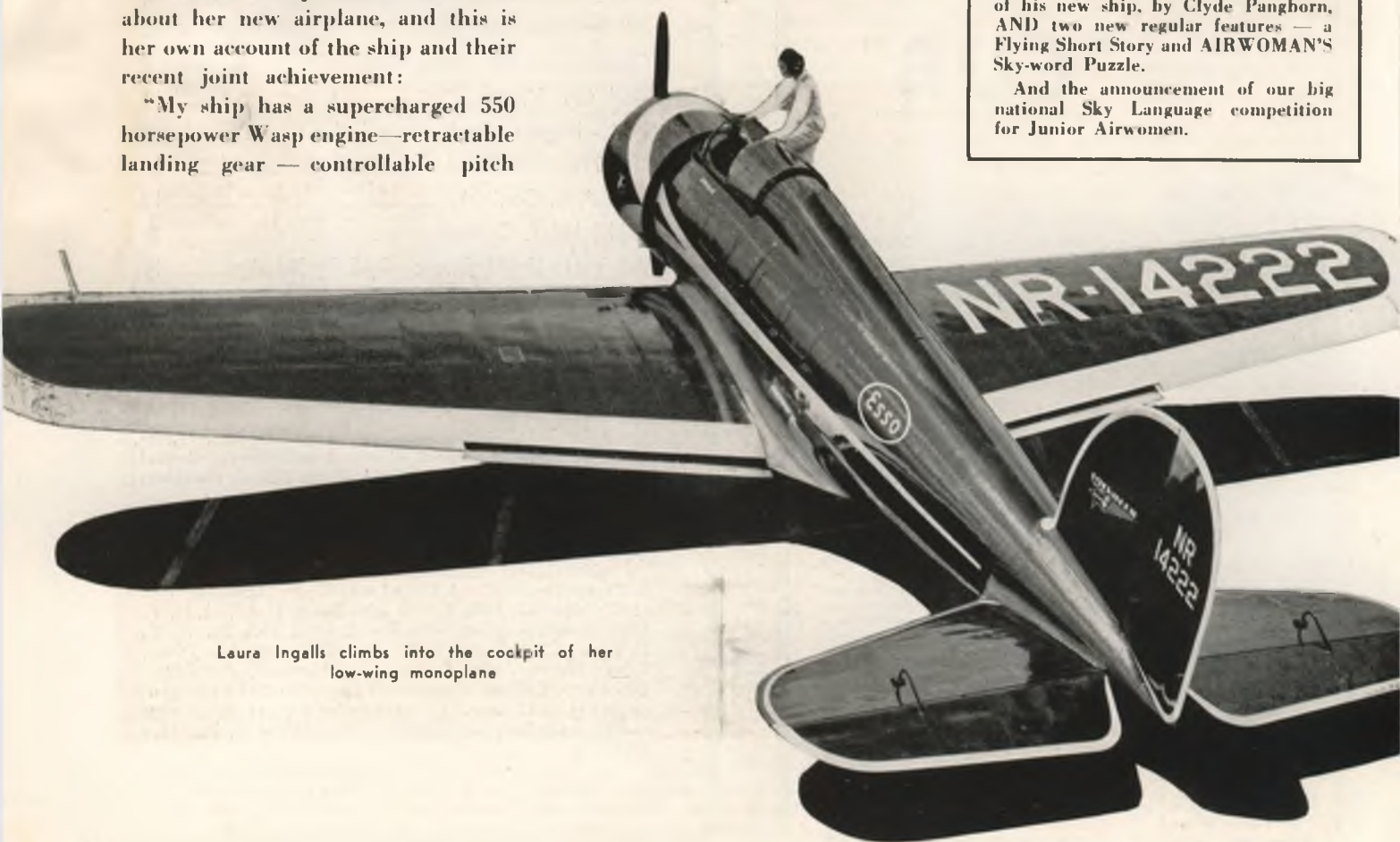
## AIRWOMAN ON THE MAP

As a *Special Feature* we will tell you next month the first graphic story of distance flights by the women pilots of the world . . . Have you ever wondered just how much ground they have covered by air? . . . Have you wished you could check up quickly and find out what route Elly Beinhorn followed on her round the world jaunt? When she made it? How many miles she traveled? What kind of a ship, with what engine, she used? . . . Have you wondered how many women pilots there were in France, for example?

You will find your answers on a two-page map of the world, not only so full of information, but so decorative it's our honest guess you will want to frame it and hang it up on the wall, some place.

Also in October: Overhead Wiring problems, by Elinor Smith; the story of his new ship, by Clyde Panghorn, AND two new regular features — a Flying Short Story and AIRWOMAN'S Sky-word Puzzle.

And the announcement of our big national Sky Language competition for Junior Airwomen.



Laura Ingalls climbs into the cockpit of her low-wing monoplane



# SCORING UP

Galia Piasetskaia and Ania Shishmareva — have just claimed a record for a parachute jump without oxygen apparatus. They jumped from a plane at 25,987 feet.

## National Air Races

Jacqueline Cochran has filed an entry in this year's Bendix Trophy with a high-speed Northrop Gamma monoplane. . . . Entries close on August 15 for the women's handicap race at Cleveland and we have a hunch there were quite several applications more than the 8 who will be allowed to enter the race placed on record. We hope so, at any rate. The race is sponsored by Amelia Earhart who is awarding a trophy. . . . According to advance reports, most of flying filmland is entering Ruth Chatterton's co-educational derby from Los Angeles to Cleveland. Six women pilots have already filed entries. . . . Babe Smith, pilot and member of the Caterpillar Club, will make a delayed jump at Cleveland.

## Miami Races

Miami's winter air meet has been rebaptized. Henceforth it will be known as the Miami All American which sponsors the meet, decided to Air Maneuvers. The city of Miami,

call the "Races" maneuvers in view of the large number of military aircraft which engage in the program while conducting their winter flight maneuvers.

## From Correspondent Beard

My first day on Hank Harris Hill (otherwise known as Soaring Site Number One) was spent inspecting various craft and watching the pilots' serious efforts to put the ships to use by attracting thermal currents with suggestive exhibitions of electric fans, thermos bottles and signs. A trip to the meteorological station disclosed a weather man toiling over the most recent reports gleaned from radio, telephone, and telegraph messages, fearing all the while that a decimal point had been misplaced. Finally, in a timid voice he ventured a report to headquarters that the desired wind would arrive within the hour, possibly accompanied by a — slight shower.

The poor fellow had been a bit too conservative about the shower, however, for the rain that began to fall would have made Noah feel at home. When the storm abated somewhat the next morning, and I drove merrily toward the contest headquarters, happy at the prospect of

*Continued on page 18*



Crystal Mowry, of Florida, earned a pilot's license by making parachute jumps. She is going up for an altitude jump record soon at New York

**WILLIAM R. ENYART**, Secretary Contest Board, The National Aeronautic Association, writes:

*"I have just read with much interest Louise Thaden's article in the August issue of 'Airwoman', entitled 'And What Is Your Record?'"*

*"You are to be congratulated for publishing this splendid article which, I am sure, will arouse keen interest among women pilots in the establishment of official marks."*

*"The Contest Board appreciates the cooperation you have thus far evidenced in our campaign to return a majority of world air records to this country."*

Thus encouraged, we are working up renewed energy to work out some form of consistent encouragement to women pilots to show their stuff, not only in getting the women's records back to America but in making world's records. We're open to any and all suggestions.

## Altitude Jumps

Competition is coming up for parachuting records. Alice Gibson and Crystal Mowry are preparing oxygen equipment for jumps in the New York area, with which they plan to break the world's record of 26,575 feet. Two Russian parachutists —



Courtesy of the Detroit News  
Our booth at the All-American Aircraft Show at Detroit. Left to right—Eugene L. Vidal, Director of Air Commerce; Alma Harwood, AIRWOMAN'S art editor; Fay Gillis, fashion editor; Margaret Cooper, national president, 99 Club.



By JEANNETTE LEMPKE  
Transport Pilot

**A** MILLION years or more ago, a big chunk of ice came down over the earth (we naturally think it came in from the North), crushing, pushing, dragging, bagging everything in its path, depositing some of it here and some of it there and covering it up with rock and sediment.

Very gradually, the deposits turned into the stuff which with the help of man becomes the power behind the gun, I mean the throttle.

In other words, in order to flit among the clouds, we must go down one thousand feet, two thousand feet, four thousand feet, eight thousand feet, twelve thousand feet to find this smelly old stuff which ages ago was the dinosaurs, fish, trees, everything living or dead in the path of that big chunk of ice, buried under tons and tons of debris.

John D. Rockefeller once said, "Oil is where you find it," and your guess is as good as mine. Adventure, Excitement, Romance, Drama. A poor man will become a millionaire. A millionaire will become a poor

## Dizzy Depths

man. Up and down, Down and up. But always that gambling chance that the oil will be found in the next location.

And it was this gambling chance which produced the Crystal discovery well in Michigan. The discovery well which brought oil men from Ohio, Kentucky, Kansas, Oklahoma, Texas and California.

At first just a showing of oil and acreage could have been leased in the next location for \$1.00 per acre. Two feet deeper the next morning. A rumble, a deafening roar and the well broke loose. The terrific gas pressure shot the black oil far above the derrick and drenched the surrounding farms until they glistened. Roads were blocked to prevent traffic passing the well, but the wind carried the spray beyond, until the little white school house and the poplar grove nearly a mile away were painted yellow with the sticky stuff.

A miracle that a cigarette stub unconsciously thrown by the roadside, or a glancing stone did not touch off a fire that would have spread in a flash and left all in waste.

Working furiously for twenty-four hours, they were able finally to bring the well under control, but did not dare to shut it in, for the tremendous force would raise the thirty-two hundred feet of casing out of the hole. Tanks were rushed in, pipelines were laid at feverish pace along the fence lines, up the creeks, any course of least resistance. Huge trucks endeavored to carry the flow away, throughout the days and nights.

The crude oil passes on to the refineries where it is heated, distilled, superheated and broken into bits bringing out the products which make the airplane fly.

The first to be taken off is the gasoline which in the final process is surrounded by a temperature of 1600 degrees Fahrenheit (the metal in the

## To

tubes breaks down at higher temperatures, otherwise the heat would no doubt be raised to a higher degree) and passed on to the oil at 975 degrees. This agitates the molecules until the various substances in the molecule do not get along together at all and each substance breaks away and goes into its own little corner, leaving the pure aviation gasoline of a high octane rating.

And after all parts of the molecule have been broken away to make gasoline, naphtha, rubber solvent, kerosene, distillate, and fuel oils, we have left the residuum from which lubricating oils are made.

Crudes from different parts of the country are better for making lubricating oils. The comparison is based principally upon the ease and cost of refining. The best lubricating oils are made from crudes which have a paraffin base such as we find in Pennsylvania. Other crudes have an asphalt base or a base of both asphalt and paraffin which necessitates an extremely careful and expensive refining to take the asphalt out. In view of the fact that crudes with asphalt

base are found nearer the oceans, scientists have concluded that it was originally salt water fish and animals and that the paraffin base of the crudes found in the interior was originally vegetation.

Doodle-bugs, hard-studied geology, hunches! The contour of the ground means nothing. The derrick may be set on a hill, in the valley, on the plain, in the lake. In Michigan the best oil fields have been found on waste lands where the farmers merely existed, biding their time until the mortgage was foreclosed. Oil is where you find it.

From the depths of the earth comes the power for man to take wing. Down into the earth one thousand feet, two thousand feet, four thousand feet, eight thousand feet, twelve thou-

## Dizzy Heights

sand feet; up into the sky one thousand feet, five thousand feet, ten thousand feet, twenty thousand feet, thirty thousand feet— That power is OIL.



## Organized for Flying

The Women's Aeronautical Association of Detroit is sponsoring a Federal Public Works Administration Ground School class for women. Although approximately 20% of the P.W.A. students are women, it was deemed advisable to have a daytime class for those women who could not conveniently attend the evening sessions. But even this class, which meets for two three-hour periods each week, is not 100% women, for lo and behold, there is one male member, a young man who works evenings!



# FAY GILLIS INVADES ETHIOPIA

On August 6th, Fay Gillis, AIRWOMAN'S Co-pilot and her husband, Linton Wells, sailed for Africa, where "Lint" will serve as war correspondent for the NEW YORK HERALD TRIBUNE.



## FALL FASHION FLASHES

**N**EW constructions, new technical improvements, beautiful quality and lovely rich colors, are notable in this season's glamorous velvets. Members of The Velvet Guild have spent a year perfecting crush-resistant velvets, the most dramatic velvet fabric since the advent of transparent seven years ago and the most practical velvet ever made. Luxurious all silk velvets in taffeta back or softer finish Lyons, chiffon velvet, a classic quality revival . . . velvets made of cellophane . . . velvets with gleaming gold threads . . . washable velvets in pastel colors

for negligees and dark colors for evening all add to the elegance and luxury of the fall and winter mode.

Comes Leonora Ormsby, young American designer of New York City, with her four-way dress. Miss Ormsby will be remembered by New York airwomen as the young designer who stepped out with several new ideas designed especially for the New York 99 Club's fashion show.

The foundation of this versatile wardrobe is a formal princess-type dress of slipper satin or similar rich material with a jacket. This constitutes dresses No. 1 and 2—with the jacket and without the jacket with jeweled accessories. Dress No. 3 is a chiffon overdress worn with the slip for cocktail and hostess occasions. Dress No. 4 is lamé over the rich satin for the theatre and dinner affairs of less formality. Translated into terms of weight and space—four magnificent dresses, easily packed into one small aero-handbag.



# JUST AMONG US GIRLS

By *Mister* SWANEE TAYLOR

**T**HERE has been, I've noticed, during the waxing months of summer a growing resentment among aviation people against the treatment given flying news by the newspapers. This, however, is the industry's big annual fault. Every year as the weather opens to increased activity, the dolorous chime rings out. Men, women and children alike moan and yammer to high Heaven about how maliciously mean the Press, in general, is to our infant industry.

Well, for one thing, as long as we bellyache about it we will stay in the kindergarten grade. Just keep on boo-hooing and we'll continue to be considered a bunch of precocious brats utterly lacking in self-reliance. Besides, flying is fast approaching its thirty-second birthday, which means that it is high time to throw away the crying towel. Either that, or go back to diapers.

Of course I deplore the misstatements in the papers as much as anyone else does. Certainly I do. When *Time Magazine* stated that on two days out of three someone is killed in private flying I burned with the rest of you. It was a terrific blow to our game. Yet, for the life of me, I can't see where yammering will do a bit of good. The editors of *Time* certainly



didn't pick that figure out of the air. No, *some one told them!* And that is where we have to go for any and all remedial purposes. And whoever it was must be carved out of the aviation scene as an abscess. I will, if my strength holds out, prosecute that one diligently. Going after the editors of *Time*, antagonizing them, I repeat, won't help matters even slightly.

But, if you feel that you simply

must take your pen in hand, tell the editor, politely of course, that for every aviation fatality in the world today airplanes fly, military flying included, an aggregate distance of twenty-seven round trips to the moon. And that is a conservative estimate. Editors are a strangely reasonable breed, I've found, and appreciate more than most others the fact that truth is ever more dramatic—hence newsworthy—than falsity.

Another thing to consider when your eyes bulge in righteous wrath at a glaring false yarn is that hidden deep in the verbiage is some lame-brain press agent. For instance: Some dame, a corking writer no doubt, has a series running in a magazine under the title, "Wings." Wherein she tells of her air trip around South America. Which is all well and good. But in the publicity release the glib press agent stated that she was the first woman to cross the Andes by plane. Shades of Adrienne Volland, Elly Beinhorn and Laura Ingalls, not to mention dear old Pan American!

Similarly, when prissy old Associated Press quite recently ran a yarn, under a Moscow date line, about the brand new parachute balloon, it was but to laugh. (Don't those wire editors read the *SatEvePost* ? ? ?) And you can bet all the beans in Chile that they've had it pointed out a thousand times that Capt. John Wise, back in the 1860's purposely ripped open his balloon a number of times and parachuted down in the marshy bottoms south of Philadelphia. Gosh almighty, that's how and when parachutes were born!

But how can you expect everyone to have aeronautical history at their finger tips? And just to prove the point, you dear dear sister, can't tell me off-hand who sent the first written message through the air—the first air mail document. Can you? Give up? Well, it was George Washington, and the date was on Jan. 9th, 1793. Look it up, the letter is highly prophetic and well worth reading.

Which brings me down to the final point in today's lesson: I urge you, my sisters, to give over an occasional spot of time to professional introspection. One of the best rules in life to apply is the old, Maybe-I'm-Wrong test. And it certainly works out elegantly in the business of flight.

## AIR-READING

By MABEL BRITTON

AIR COMMERCE BULLETINS

The most significant article pertaining to aviation which I have read in the last three months is the official report of the crack-up of T.W.A.'s Sky Chief in Missouri in May. The July 15 Bulletin devotes 6 pages of fine print to the analysis of this crash by the Bureau's accident board. Bad weather and inaccurate weather reporting seem to be the principal causes. The significant point is that the Department of Commerce has departed from its policy of private investigation of fatal crashes and come into the open, making facts available for everyone.

There is much valuable information in these bulletins: late data on airports, beacon lights, airway maps, statistics of many kinds (which one is permitted to skip) technical articles,—now and then something of human and dramatic interest as the account of the lonely Intermediate Radio Station at Guadalupe Pass, Texas (A. C. Bulletin Vol. 6, No. 11). All the romance of the lighthouse and its assistance to mariners is now attached to the Radio Station. Guadalupe Pass Station is 65 miles from a town of any size; mail is received at Frijole where the post-office is a rock ranch house with a spring in the front yard and a desk in the parlor for postoffice equipment! Pilots, grateful for the beam have been in the habit of dropping El Paso, Fort Worth and Dallas daily newspapers near the station as they flew over, but the recent high altitude, high speed plane schedules makes this impossible as the liners fly between 7,000 and 10,000 ft. and winds are so strong at those altitudes that dropping objects anywhere near the station becomes impossible. Sportsman flyers and 99's!—remember, this is a courtesy we, flying at lower altitudes, can offer the faithful personnel of the isolated stations below us.

*Air Commerce Bulletins* are sent free on request to anyone desiring them.





Photographic study of cloud phenomena by Pilot W. G. Golien taken over Maine, Arizona, at 11,000 feet, just before sunrise.

## GOING INTO TRANSPORTS

By PAT O'MALLEY

**M**ORE passengers (73,896 to be exact) flew more miles (31,225,699) and more pounds of express (330,970 pounds) was flown more miles (186,310,017) this June than in any previous month of any previous year in scheduled airline traffic operation in these United States. If this be June's record, what, we wonder will July and August show in the way of air travel growth.

The highest previous monthly passenger total was 65,409 in August, 1931; while the highest passenger mile total was 4,868,717 in July, 1933. A passenger mile is the equivalent of one passenger flown one mile.

And it's not just a spasmodic now-you-see-it-now-you-don't-see-it increase this time, since, according to a report by Eugene L. Vidal, Director of Air Commerce, the domestic air lines flew more miles and carried more passengers and express in the first six months of 1935 than in any previous January-June period.

### Cloudscapes

TWA believes that the science of meteorology can be greatly aided through the medium of photography and to prove its point has just completed a contest among its pilots to photograph the upper surfaces and interfaces of clouds and other phenomena during flights. Pilot W. G. Golien won the first prize, a gold Douglas monoplane watch.

An irregular layer of clouds in the foreground, solid from the earth's surface identifies a moist air mass that has moved in from the southwest (tropical pacific) and being raised to higher altitudes and lower temperatures, the water vapor condensed to form the cloud. In the previous twelve hours this cloud mass extended to higher altitudes but the loss of moisture by precipitation of rain and snow

and the over-running by a warmer but dryer air above stratified the condition. The final remnants of these clouds can be seen dissipating before the rising sun. The uneven surface of the main cloud layer indicates the turbulent nature of the upper portions of such cloud masses. Here the air is "rough" and "bumpy".

Above it all are visible cirrus and cirro-cumulus clouds formed of ice crystals. Moisture carried to high altitudes by the ascending currents of air associated with low pressure areas, freezes and these crystals are carried along by the various winds at these high levels, forming the feathery or hair-like formation so often observed.

### Condors for South America

Three American Airlines pilots left Chicago Sunday morning, July 28th, at seven o'clock Central Standard time on a 7,500 mile jaunt to South America to deliver three 15-passenger Curtiss Condor planes to the *Linea Aerea Nacional* of Santiago, Chile. The planes were purchased by the Chilean transport company from AA and will be put into regular service in that country. It was estimated that it would take two weeks actual time, although only 65 hours flying time, to complete the trip. 16,000 gallons of gasoline, the equivalent of two tank cars will be consumed.

Arrangements for flying into and over ten Central American and South American countries were completed with the assistance of the United States Navy and State Departments, and Pan-American Airways.

### Feminine Contingent

Helen R. Johnson, of Brownsville, Texas, who holds a transport pilot's license, has been named special representative by Braniff Airways and has assumed charge of activities per-

taining to feminine interest in air transportation over the system. Miss Johnson is a daughter-in-law of G. W. Johnson, of the Western Division of Pan-American Airways. Miss Johnson will also conduct educational lectures before women's organizations and aid the woman air traveler.

### Airway Expansion News

During July United Airlines inaugurated a sixth daily round trip between Chicago and Salt Lake and an eleventh round trip between Chicago and New York. Another thing they did was to inaugurate a third round trip daily schedule linking Los Angeles with Chicago, New York and other eastern cities by addition of another flight between Salt Lake and Los Angeles on Western Air Express. The new schedule, leaving L. A. at six p.m., provides overnight service to Chicago and gets the passenger into Cleveland for luncheon, and into Washington, New York and other eastern cities for afternoon business.

The new westbound schedules depart: New York at 8:30 a.m., Chicago at 12:45 p.m. and reach Los Angeles shortly after midnight.

Delta Air Lines, operating between Dallas, Texas and Charleston, S. C., have just placed in service on their new night run a fleet of new Stinson low-wing tri-motored liners. Leigh C. Parker, general traffic manager of this Trans-Southern route, announces the appointment of the Air Lines Consolidated Ticket Offices at New York City and at Los Angeles as their Eastern and Western representatives.

Thirty minutes have been sliced off the New York-Seattle schedule of American Airlines and Northwest Airlines, bringing the flying time down to 20 hours and thirty minutes, the fastest time yet achieved between these points.



# WHY THEY LEARN TO FLY . . .

**A**SKED the inevitable—"Why did you learn to fly?—the standing answer seems to be . . . "For my pleasure" or words to that effect. Some call it fun, some sport. One girl learned "for the sheer beauty of it."

"Silly question! — Because I love it," was the reaction of another of the 400 hundred women pilots who were queried on the subject.

A comparatively small number learned because they wanted to make a living at it, though several who learned for the fun of same are now employed in aviation. Any number were more or less "born with the urge to fly", to hear them tell it . . . "can't seem to remember a time when they didn't yearn to", and so on.

A newspaper woman puts it: "For me it is a means of relaxation, and has been the only recreation that ever made me forget, for the time, that I have a deadline to make."

One pilot took up flying to recover from pernicious anemia. "It seemed to be the least strenuous of all outdoor exercise and the most pleasant."

The most complete answer comes from a New York State woman. She says:

"Why did I learn how to fly? That is a question which is often asked and it is always difficult to answer . . . Obviously because I enjoyed flying. When I first saw an aeroplane, many years ago, I knew that some day I would learn to fly. The first time I was ever in a ship was in the spring of 1918. Between then and when I took my student permit I had had several cross-country trips with friends and relatives and so I knew definitely and I *had* to learn to fly.

"I have never had any desire for publicity, to break records, to fly in competitions, to fly commercially. I fly because if I am tied to the earth for too long a time I feel like a fish out of water."



Karena Shields learned to fly so she can cut down travel time between her old home in the Mayan jungles of South America and her present home in Los Angeles — from an arduous month and a half to two and half days in easy stages to be exact. Mrs. Shields is a writer and lecturer as well as a new 50-hour private pilot. Fred Shields, radio announcer, is her husband, and they have two daughters, aged five and two.

**W**HICH brings us to the fact that, as of July 1st, there were 370 women with active U. S. Department of Commerce pilots license.

Among the newer transports are Helen I. Cavis of Washington, D. C.; Doratha B. Canfield of Williston, N. D.; Evelyn Hudson of Honolulu; Lois Neel of Beaumont, Texas; and Cora D. Sterling of Seattle, Washington.

If the pictures, if any, sent us hadn't been postage stamp size, we might have given you a chance to meet them all face to face here. So Cora Sterling (Thanks, Cora, for sending us a right size for reproduction photograph) will have to typify "the recent 200-hour transport pilot" all alone for the purposes of this page.

**T**O those who are interested in having full particulars—in handily understandable form too—as to getting a pilot's license, we suggest sending for a little pamphlet from the Department of Commerce at Washington.

Under such convenient subheads as—Licensing of Pilots, Privileges of Licensed Pilots, Student Pilots and Glider Pilots, Age and Citizenship Requirements, Procedure for Obtaining Student License, Physical Standards, Application for License, Examinations and Flight Tests, Scheduled Air Transport Rating, Other Grades of Licenses, Re-examinations and Renewals, Lighter-Than-Air Craft Pilot Licenses and Addresses of District Inspectors' Offices—it is summed up in a nut-shell, or 9 concise mimeographed pages to be exact. And we recommend it as a handy reference work. It is dated June 15, 1935, but doesn't seem to have a number. The name, "Licensing of Pilots", should be sufficient by way of designation.



Cora Sterling who passed her private pilot's test in December, 1932, and her limited commercial test in May, 1934, is not only one of the newest but one of the youngest women 200-hour transport pilots. She instructs students in the art of flying and hops passengers for a living at Seattle, Washington.



# AIR MASS THUNDERSTORMS

By PHILLIP DEL VECCHIO

"Air Mass Dynamics" should have been the awe-inspiring title of this month's article; but we know how it is to wade through material that makes you think hard during these hot summer days. Therefore we shall save the dynamics for the cooler weather and skip lightly through an air mass concept of that bugaboo of the warmer months, the thunderstorm.

The average non-commercial pilot with comparatively little experience believes that all these noisy manifestations of nature are of one type. They may be mild or severe, but to the tyro, they can all be classified under one name: thunderstorms.

The most common—and the easiest type to understand—is called the "heat thunderstorm." Its name gives us the hint as to the cause: abnormally hot weather. As will be explained in the next article, when air is abnormally heated in its lowest layers, those nearest the surface, it becomes very unstable. Because of its unstable qualities it rises to heights at which it eventually cools and at which the moisture it contains is condensed into thunderheads and rain. This unstable air is present quite generally over the United States in the summer months. The most common air mass in which these heat thunderstorms develop is the Tropical Gulf. (See article on Air Mass Meteorology—AIRWOMAN, April 1935.)

The heat thunderstorm is the least violent of all classes of thunderstorms except the winter type which is not important enough to discuss at this time. It must be understood, however, that some heat thunderstorms are extremely violent and that the classification of "least violent" is made only with the reservation that it is based upon average intensities.

Heat thunderstorms form almost anywhere in areas of unstable air and their distribution over any specific territory is usually spotty. They move at an average rate of about 20 miles an hour and in the direction of the wind layers at about 6,000 to 10,000 feet, usually from west-southwest to east-northeast.

Polar front (See August, 1935 AIRWOMAN) thunderstorms are the most dangerous type commonly met. They form when cooler polar air invades a region of unstable tropical air in the form of a "front" (AIRWOMAN—August, 1935) and forces great

quantities of the warm, damp air aloft, again with the condensation—violent this time—of the moisture in the warmer air and the consequent formation of immense thunderheads to great heights.

A well formed polar front squall line accompanied by these thunderstorms extends in a long narrow line hundreds of miles, some thousands, across the country, usually from northeast to southwest and together with the abnormal height, it is virtually impossible to attempt a flight until the front has passed overhead and to the east.

Another type of thunderstorm which is very effective in reducing the chances for a safe flight is called the "instability thunderstorm." It is formed when a layer of cold polar air slides in over a surface layer of warm, damp tropical air. The consequent instability causes violent overturning of these layers with the rapid formation of thunderstorm weather. The cold layer of air then appears at the surface following the passage of the thunderstorm and the thunderstorm line becomes, to all practical purposes, a cold front, usually moving more southward than eastward and accompanied by very low ceiling and visibility.

A very good example of this type occurred only a few months ago in the New England and Middle Atlantic States. The weather had been very warm for a period of three or four days. The map showed no relief in sight for a considerable period of time. A very slight high pressure area was lying over Ontario and Quebec and was disregarded by many forecasters, but the cold air from this "high" suddenly began to move southward at high levels. As the convective overturning began at the St. Lawrence river numerous thunderstorms made their appearance and it was possible to follow the precipitate drop of temperature.

The forecasting of thunderstorms, with the exception of polar front types is a rather risky procedure. For one thing, heat thunderstorms may spring up anywhere and all the forecaster can do is to point out that the weather will be of the thunderstorm type. Air Mass Dynamics, however, increases the accuracy of these predictions. How this is done is the subject of another article.



## FLYING SUPERSTITIONS

(Continued from Last Month)

Manila Davis Talley, of Dayton, insists on having Number 13, on her ship or sweater when she flies. This traditional symbol of so many of the pioneers was also the lucky omen of the second licensed woman pilot in this country, until, like Harriet Quimby's talisman, it proved a hoodoo. Mathilde Moisant was born on a 13th, entered flying school on a 13th, got her flight license on a 13th, gave her first exhibition flight in Mexico on a 13th which netted a cash total whose American equivalent was \$490 (add up the figures for yourself); but she had a crash on March 13, 1912, and hasn't flown since.

It's lucky 13, however, to Nellie Z. Wilhite, South Dakota transport with 720 hours experience, because she soloed on Friday the 13th, after 13th hours dual, was the 13th to enroll in the class and the 13th to finish. And Elvy Kalep, Estonia's only woman pilot, also reports that 13 is "swell." Emma Encinas Guterrez, Mexico's first woman pilot, however, never flies on Friday the 13th.

Two private pilots who attach significance to colors are Rubye Berau of Lakewood, Ohio, and Esther Jones of Los Angeles. Rubye chooses to have something orange about when she flies, preferably a scarf. Esther on the other hand says flatly "I won't wear a red dress, a red hat or even a red garter when flying. In the first place I lost two of my very good friends in red ships. Any time there is red around me in a ship something happens. Why I wouldn't even fly with a fellow with a red nose." All this from a feature story in the *Los Angeles Times*, in which nothing was said about red hair, so we wouldn't know if henna, pink or Titian tresses also are taboo with Esther.

Flying jinxes are reported by one woman from the West and one from



the East, which tends to show that theimps who would seem to tamper with flying fates cover a lot of territory. Gladys Vickers, Seattle private pilot, always has engine trouble at Olympia, Washington, and has to "walk" home. And Helen Clegg, who helps her father's newspaper at Everett, Pennsylvania, states "I will not fly if my father is around the airport. Every time I have taken to the air when he was looking on, I've had an accident. ('Poor Dad')."

Only a handful of women pilots today stick to the theory that by having their flying coats cleaned they run a risk of having their luck washed out. Fay Gillis, for instance, once clung to the idea that it might spell disaster if the white coveralls in which she 'chuted to safety and the Caterpillar Club met soap and water. But not for long. These modern women pilots can take their superstitions or leave them and the widest plank in their flying superstition platform seems to be what Dorothea B. Canfield, North Dakota transport pilot, labels "just common sense!"

### Pot and Pan Mechanics

Thora Wiseman, the new W.N.A.A. national Editor, contributes from Denver, this easy and delicious means of flouting geography and the calendar by enabling inlanders to imagine they're eating fresh sea food out of season, and with considerable economy, too.

#### Salmon Trout — From Denver

To serve four or six persons.

2 cans salmon.

One large onion — two fair sized carrots.

Half a cup tomato catsup—two teaspoons Worcestershire sauce.

Salt and pepper — one good sized lump of butter.

Open cans so that fish will slide out easily. Drain and place on a casserole platter. Separate carefully into sections without breaking the pieces. Cover these steak-like sections with dressing prepared of carrots & onions (minced) and catsup and Worcestershire and seasoning. Dot top with tiny bits of butter. Place in hot oven ten minutes and serve as fresh fish with parsley and lemon garnish.

Clayton Patterson, North Carolina airwoman, wants to pass on this housewifely hint to thrifty pilots.

The new Department of Commerce Air Maps are most excellent and I have found a good way to make them last, being as how they cost forty cents each. . . . Use a very thin quality of lawn and put on the backs with DOPE . . . a small can of dope will go a long way, use a brush and apply dope to paper first putting on a small quantity at a time and smooth material on very carefully so as not to wrinkle . . . and another thing, if maps are wrinkled, smooth out with a warm iron first.

# Bread and Butter and Aviation!

By EMILY THOMAS

"My mind lets go a thousand things like dates of wars and deaths of kings and yet recalls that very hour" on the morning of September 1st, 1933, when I assumed the role of secretary and ticket agent in the Traffic office of American Airlines—then American Airways—in Louisville, Kentucky. My knowledge of aviation consisted of a natural interest in planes and the feeling that any work connected with it would be interesting.

From a doctor's assistant to employee of a commercial aviation company called for a readjustment such as I have never experienced before. I completely lost my identity and became "American Airlines Thomas" or "Traffic Thomas" and the name which was so carefully chosen and planned for me when I appeared in the world was ignored.

The parlance of the medical world had no place in aviation and I suddenly leaped from tonsilectomies to ailerons and from "temperature—101; pulse—72" to "temperature 65; dew point 63" and I was completely in the fog which resulted!

It was primarily my job to be secretary to the Traffic Manager and take care of all office correspondence, answer inquiries by mail, telephone or over the counter; sell tickets; make out all reports, financial and traffic and look after the office in general. All this soon became routine work. Due to a change in personnel at the end of several months I was fortunate in having as my "boss" one of the best airline traffic men in the country. He helped me step from a role of "office automaton" to the realization that my biggest job was to take advantage of the opportunity I had to sell people on the idea of air travel. Airline traffic is steadily increasing but the majority of the public is yet to be convinced that stepping into a plane is just as natural and normal a thing as stepping into an automobile.

The element of time is of course the chief factor in selling air transport-



Stone Portrait, Louisville

American Airlines "Traffic Thomas"

EMILY

tation but there are people, especially the feminine contingent, who are interested in it from an aesthetic standpoint. Certainly there are few things comparable in beauty to a sunrise or sunset from the air.

General interest in aviation is increasing and towns are becoming more and more air-conscious. As a Traffic representative it is possible to know this because of the increase in inquiries. Questions must be answered accurately—describing the retractable landing gear to a man traveling for the first time is not explained with a gesture or two in the manner of a spiral staircase. All this requires study, and even then I find that my explanation of the adjustable pitch propeller often leaves my passengers with a wondering look.

I can say from experience that there can be no more interesting work than I have. There is no monotony with so much to learn, and it is definitely necessary to keep up with developments and changes in our company and every other company.

**Editor's Note.** Emily Thomas is one of six girls who are "traffic Thomas-ing" for American Airlines. Others on the list are Gladys Sill at Buffalo, N. Y.; Kathryn Malcom at Tulsa, Okla.; Ruth D. Schmitz at Cincinnati, O.; and Harriet Behr at New York City. Some of these days we plan to bring in AIRWOMAN a picture of what America calls its Junior Traffic Cabinet when all six of the girls get together for a conclave.



# CLOUD CLUB

By BETSEY BARTON

Our Junior Editor cross-countries on a portable typewriter. She soloed recently in a wheel chair as the first step in a plucky comeback after an automobile smash-up which came along when she was just ready for her first airplane solo flight.

**W**E are glad to announce that Ruth Breese and her squadron are planning to join us. These new members hail from Elizabeth, New Jersey, where some of them attend the Battin High School. The squadron consists of eight—three of whom are boys. The girls really run the whole show, too. Ruth is Commander, Carrie Beldon is captain and all the rest are mere privates. The whole group belongs to the Junior Birdmen of America (our rival, if you remember). The squadron is about six months old and as far as we can make out, their activities have run to nothing outside of the Junior Birdmen. We hope to fix that.

We sent out notices this week to the original thirty members of the Club and urged them to pep up and get their district airwise. Each girl, if she accepts, becomes a sectional leader and does her best to enlarge the Club and stir up interest in aviation. We expect monthly reports as to what's what. The Club must be held together and this seems to be the best way.

This would be poetry week and although we don't remember asking for it, we got it anyway.

The first example was supplied by Alma Harwood. When Alma was younger she did a great deal of horse back riding. As she was learning, in order to teach her bridle manners, someone made up this poem:

## Horse's Prayer

*Down the hill race me not.  
Up the hill speed me not.  
On the level spare me not.  
In the stable forget me not.*

As the girl grew older she became a private pilot and the Art Editor of this magazine, so her version of the horse prayer now runs like this:

## Plane Prayer

*On the take-off stall me not.  
In the landing speed me not.  
On cross-country stunt me not.  
In the hangar forget me not.*

Miss Mary Louise Wood, of Park Avenue, sends a little ditty in to us which we admit cannot compare with the others but which we are printing because this is poetry week.

## My First Flight

I went to the airport  
For my first sky flight.  
They put me in a little seat  
And tied me awful tight.  
The pilot shouted "contact".  
At once the motors roared.  
We sped along the ground a ways  
Then into the air we soared.  
High above the earth we flew,  
It looked so small in size;  
The buildings were like pogo sticks,  
I couldn't believe my eyes.  
Then we started in to drop;  
Suddenly I saw a mound;  
My head was spinning like a top;  
At last! we're on the ground.  
For everyone who wants a thrill  
That's equal to no other,  
May I suggest they take a flight?  
I'll even tickle mother.

It may be of interest to Cloud Club members and to other rhyming air-folk to know that the Patrons of Poetry have decided to run an "Aviators' Poetry Contest" this fall. All you poets are urged by the "Patrons" to send your names and addresses to the secretary of the organization at 88 Seventh Avenue South, N. Y. City. Not only will they promise to print your verses in their magazine, but you can bring your friends along to help referee the poetic melee from the sidelines.

**T**HE American Air Mail Society plans a three day convention in Washington on August fifteenth thru seventeenth which reminds us to ask you if you have an airmail stamp collection. We are sure that most of you have one member in your family that has at one time or another made a collection of stamps. If so, or even if not, why not enlarge it or start one? A grand stamp to begin with or to add is the new sixteen cent special delivery air mail stamp which most old collectors say is the most beautiful they have seen. It is dull



Photo by Acme.

blue and white. A spread eagle adorns the center and holds a ribbon engraved with E Pluribus Unum in his mouth. Over his head is a round shield with thirteen stars on it. On his chest is a striped shield and in his right talon he holds a branch of laurel, in his left a sheaf of arrows. If any of you have a stamp from each country this is the right kind of one to represent America.

The Scripps Howard Junior Aviator Air Races are going to be held in Cleveland, Ohio, a week before the National Air Races. Only models for outdoor flying will be exhibited. The meet is sanctioned by the N.A.A. so any new records will be official. Mr. H. M. Jellison, of the Vocational Education in the Akron Public Schools, will be the representative from the N.A.A.

This June the scheduled airlines carried more passengers and more express than in any previous month of this year and in any previous year. The total was 4,993,328 miles, carrying 73,896 passengers.

We are delighted to announce that Rhea Doucette, of Belmont, Mass., has joined us and also that Agnes Heurtevant, of New York, has become a member.

Next month we will tell you all about our National Sky Language Competition.





The Berry Wall of Aviation  
... always sartorially correct

## Aviation versus War

**T**HE development of aeronautics has completely reversed conditions necessary to foment war.

Financiers, dictators, diplomats and others commonly held responsible for wars, who have heretofore been basking in security behind the lines are realizing their own vulnerability—air raids—because of the astounding development of high-speed air transports, which could be converted overnight into the strongest offensive weapons known. So declared Captain Edward V. Rickenbacker, of Eastern Air Lines, at a speech before the Sales Executives Club in New York.

He pointed out that the United States aeronautical industry was responsible for 65 per cent of the world's airway mileage, 56 per cent of the passenger carrying and 52 per cent of the air mail poundage.

"This means that we have developed a highly specialized commercial machine which can be turned overnight into the world's most efficient weapon for either offensive or defensive purposes."

# ...AND THE

Captain Rickenbacker also stated that American air commerce had not developed with the aid of the New Deal, but "in spite of it."

## New Wrinkles in Aircraft

The Waterman tailless airplane, which broke into the movies recently, was flown cross-country from California to Washington, D. C., by John H. Geisse of the Bureau of Air Commerce recently. Mr. Geisse, who is in charge of the Bureau's Development Section, declared that although it must still be termed experimental, the Waterman plane is close to being fool-proof. In the condition in which it was flown from the West Coast, the ship could not be stalled or spun by any normal or reasonably abnormal use or abuse of the controls, he stated.

The first Autogiro of the "wingless" type has been licensed by the Bureau of Air Commerce. The Army has ordered one of this craft to determine whether it may not be more practical than airplanes for types of flying requiring close cooperation with ground troops.

## New Whirlwind Series

Guy W. Vaughan, president of the Wright Aeronautical Corporation, announced a new and more powerful series of the Wright Whirlwind motor. The engine is now offered in seven different models, three of the nine-cylinder and four of the seven-cylinder type, ranging from 235 to 440 horsepower as compared to the 220 horsepower motor in the Spirit of St. Louis.

The 440 Whirlwind will power a fleet of five new Lockheed Electra twin-engine, ten-passenger transports ordered by Eastern Airlines.

## International Air Shows

The *Salone Internazionale Aeronautico*—first international aircraft exhibition in Italy—will be held October 12 to 28, 1935, in Milan. The manager of the Milan Fair will gladly send full particulars. . . . And the *Internationella Luftfartstallningen* (International Aero Exhibition to

you) will be held from May 15 to June 1, 1936, in Stockholm. Write Ilis, Stockholm, Sweden, for details.

## You Will Be Interested To Know—

. . . that the civil aeronautics industry in the United States produced aircraft, engines, equipment and spare parts valued at \$44,144,448.54 in 1934 . . . that Joshua Crane, Jr., of Boston, recently took delivery on the 2500th Waco airplane to be sold. It was a custom cabin job . . . that the Taylor Aircraft Company sold 43 Cubs in June and July in 18 different states here and one abroad. New York states bought the most Cubs, with Pennsylvania second, New Jersey, South Carolina, Oregon and Ohio trailing along with 3 or more apiece . . . that Howard C. Stark, well known instrument flyer, instructor and author, has been appointed to the staff of the Bureau of Air Commerce as an air line inspector. Mr. Stark's examinations of air line pilots and aircraft will be concerned largely with instrument flying, and he will be available for duty wherever special attention to this phase of airline operation is desirable . . . that there are 2,343 airports and landing fields, of which 693 are partially or fully lighted for night use . . . that the 7th annual meeting of the Aero Medical Association, composed of the flight surgeons of the Army, Navy and Bureau of Air Commerce, will be held in November in San Antonio, Texas . . . that Fred B. Sheriff, chairman of the State Aeronautics Commission of Montana, believes flyers will be pleased to know that the airport at West Yellowstone air field is open for use by piloting-sightseers.

## POST - ROGERS

At the moment of going to press news of one of aviation's greatest tragedies smashes in on our own petty feverishness with soul-crushing force. And like the rest of humanity we can but flop back numbly and mutter, "Post and Rogers gone . . . Wiley and Will . . . what'll we do, what'll we do . . . !"



# A I R M E N !

Ah, gentlemen and women, how is it possible to speak of those two gallant spirits without letting loose the floods of eulogy? How can we count up our great loss without drowning the universe in our tears? They are gone—and many a weary night will come and go before we see their like again.

Still there is a crust of consolation left us—a crust only in comparison to the meat of their living example. And that being their devotion to flying. No two men in history ever practiced their devotion, clear down to the sacrificial altar, as did Wiley Post and Will Rogers. No two men. I am sure, ever gave and gave and gave more of their own efforts in the face of all manner of hardship and peril. Let us, oh my brothers and sisters, I beseech of you, chew on this crust and be strengthened inwardly.

Nor must we waste futile tears on the women left behind. They, I am positive, would not have it so. They are, in no sense of the word, objects of pity. Theirs has been the rare privilege of exercising woman's great possessiveness over truly noble men. What more can any woman ask?

To be sure, Mae Post enjoyed that god-given right a much shorter time than her sister-in-sorrow, Mrs. Rogers. But even so, as she walks down life's darkness the light kindled by Wiley will prove a comforting guiding star. It will be a light—dear God, grant it will be—to lead her past the slough of loneliness and bring her with untrammelled soul to Journey's End. Amen, amen.

The rest of us? We who live and sorrow selfishly? With moaning let's have done. I can see, just as plainly as I can see out the window before me, the joshing fingers of Will Rogers and Wiley Post admonishing us to the duty ahead. And if we loved them, if we revere their memory, let us set out with fresh determination to conquer weather—the only defeat left in flying.

So long, Will and Wiley, happy landings to you wherever you are. We'll be seeing you!

SWANEE TAYLOR.

## Thanks, F. Darius Benham!

Thanks for getting us the most beautiful aviation room in America.

Thanks for having it set aside for our exclusive use at the Hotel Gotham in New York City.

For having new and appropriate murals put on the walls so that it is distinctly a room for flying people. . . . For having new and appropriate fittings and decorations installed. . . . Thanks, Freddy Benham, for being a friend to aviation and all the people in it. . . . For making the Gotham in New York and the Blackstone in Chicago headquarters for pilots and all persons connected with the industry. . . . For giving aviation so warm a welcome in those two hotels that the industry has come to look upon them as "headquarters." . . . A special vote of thanks for making the staffs of those two hotels air-minded so that the sale of airline tickets has become a source of revenue and pride to them.

For all these things and others, and especially for opening up the new aviation room at The Gotham as editorial headquarters for AIR-WOMAN, we give you our sincere appreciation.



Starman-Lowry Studio, Chicago

FREDDY BENHAM

## Rabid Ramblings of a Roaming Pilot

(Male)

Fool-proof, fool-proof—this generation seems to be fool-proof crazy—refrigerators, elevators, trains, autos, airplanes, men and women, all attempting to be made or become FOOL-PROOF—the latest being a fool-proof plane that any novice could land, but was cracked-up twice by its most ardent advocate, who was also the pilot—mere man tries to be fool-proof but sooner or later fails as evidenced by me writing "These heah now fool-proof paragiraffes," and a safety is safe only when closed, so would we all be safer if we kept our mouths closed . . . however. . . . Did you ever hear Mr. J. Carroll Cone make a dedicatory speech. He's good and no fooling, also you should see him perform in a Chef's Apron and Cap . . . . Mr. Charles F. Horner of N. A. A. is "Sho startin' to like dat dere State of Florida" . . . . Andy Hermance and Reg Waters want all conventions, air meets, carnivals and records to be held or made in Florida from now on and evermore . . . . Jim Guthrie and George Halderman check in at Montreal on the Roosevelt Tour, and no one hears of them until time to come home—Jim's excuse was that they couldn't find a room at the Chez Maurice . . . . Bill Enyart of N. A. A. is sure putting out lots of effort to make this country "Air record proof" . . . . Tony Little is still selling some Monocoupees, accent on the still . . . . Huey Copeland has invented a new airplane wheel to be known as the "Collapsible" . . . . Ben Marcuse and members of the Montreal Light Airplane Club of Montreal surely know how to make a crowd of people feel at home . . . . Charlie Dornberger not only has a good orchestra, but is a very good announcer . . . . Jim Townen of American Airlines sure looks "natty" in his new "Sky Blue Pink" uniform—the coat fits him like a Mother Hubbard wrapper . . . . Bob Dake is almost as indispensable at the Cleveland Air Races as Cleveland itself . . . . John Byrd of Blevins Aircraft in Atlanta pays \$30.00 (?) for a fountain pen, but now doesn't have the pen . . . . Jack Bishop and George Atwell went on a special sight seeing tour of their own lately . . . . McGinnis, of Winston-Salem, is as proud as a peacock since taking delivery on the new trimotored Stinson—can't blame him either . . . . Ted Baker, of National Airlines, is certainly busy these days—is jumping about like a grasshopper . . . . Bill Southee is already making plans for the 1936 Glider meet at Elmira . . . . Clarence Chamberlain is barnstorming a Condor in Northern New England States . . . . Hold the ax, fellows, it's all in fun and Eddie Burgin is taking me to lunch. NO GUESSES.





#### Pins

Official 99 pins may be secured for \$1.50 from Marjorie Ludwigsen, 4 Irving Place, New York City; or from Alice Hirschman, 861 Edgemont Park, Grosse Pointe Park, Michigan.

#### Please Pay Attention, 99's

Don't fail to notify the AIR-WOMAN office when you move. The Post Office will positively not forward magazines. Please save us a lot of extra postage and wear and tear and get your magazine promptly by notifying us in advance.

#### New Members

Gladys Louise Carson, Pontiac, Michigan; Mrs. F. M. Terry, Sydney, Australia.

#### Southeastern

Mary Nicholson, governor of this section, of Greensboro, N. C., who is on sick leave from her duties at the Sternberger Children's Hospital, spent ten days with Clayton Patterson in Charlotte. On July 29 they flew to Atlanta in Clayton's new Fairchild. As they flew into Candler Airport they spotted the tiny club house with 99 painted on the roof and were greeted by Charlotte Frye of Griffin, Ga., who had arranged a meeting later in the afternoon at the club house. Also at the meeting

were Madaline Johnson, Erin Darden and Alberta Barber, a visitor from the Middle Eastern section, who is spending some time in Atlanta.

Mary and Clayton were entertained overnight at Charlotte Frye's beautiful home in Griffin and returned to Atlanta Tuesday for a luncheon at the Atlanta Athletic Club.

Plans were made for a future get-together, this meeting having the largest attendance since the organization of the rather sparsely-settled-with-women-pilots Southeastern section.

#### North Central Section

There has been a very high pressure area of activity over the North Central Section for the past month, with its center at Detroit and its environs. Such activity! The Michigan Chapter, ten strong, flew to Bay City early in July for a luncheon and meeting as guests of Jeannette Lempke at Alladin Park. That afternoon we polished off the details of our proposed aircraft show activities, and then went aboard Mr. O. E. Sovereign's beautiful cruiser, *Old Timer*, for dinner and a delightful moonlight cruise on Saginaw Bay.

Then a week later the Aircraft Show! A meeting of the North Central Section the first Sunday of the show, with twenty-five 99's from here

and there at the luncheon. Michigan 99's all over the place selling entries to their Miniature Balloon Race, and the New York contingent represented by Margaret Cooper, Fay Gillis, Blanche Noyes, and Alma Harwood.

A week of that, and the Michiganders throttled off to Ann Arbor for the Air Circus there, to carry off their share of the prize money. In the Women's Handicap race, Jeannette Lempke brought her Great Lakes in for a beautiful first, Max Brunton, flying her first race, came in for a close second in her new Monocoupe, and Fay Davies, also flying her first race crossed the line third in a Verville. In a field of 22 entrants, Alice Hirschman and Mabel Britton scored fourth and fifth respectively in the bomb dropping. Most of the girls also collected their share of the gate receipts for being among the first fifteen to land at Ann Arbor after 8 o'clock that morning.

Since we go to press before the deadline on the returns on the Miniature Balloon Race, the results of that exciting contest will be announced in the next issue.

ALICE C. HIRSCHMAN.

#### Southwestern

The 99's of the Los Angeles Chapter were guests of honor at the opening of Oxnard Airport in July. The girls flying up to participate in the event were Gladys O'Donnell, Ethel Sheehy, Betty Mae Furman, Grace Cooper, Katherine Cheung, Edna Crumrine, Myrtle Mims, Mary Alexander, Oneta Thorley, Kay Van Doozer, Bessie Owen, and others.

Elizabeth Hayward is busily engrossed in the art of blind flying, as is Bessie Owen, who flies all the way from Santa Barbara in her Waco Cabin job for her lessons. Both girls are students of W. W. Scott (Scotty), blind flying instructor for Joe B. Plosser at Grand Central Air Terminal. Myrtle Mims has decided that keeping a flying school is too much of a bother and has decided to let it go at that, for which a lot of us are sorry, as she has put her Fairchild up for sale.

GRACE M. COOPER.



Southeastern 99's meet at Candler Field club house of Atlanta 99's. Left to right—Erin Darden, Clayton Patterson, Mary Nicholson, Charlotte Frye, Madaline Johnson, Alberta Barber



# W.N.A.A.



**F**IRST of all, greetings from the National President and her cabinet to all units. With your loyal cooperation we hope to make this one of the best years in our history. Aviation in general seems to be on the upward path—flying high, as it were—and we will try to tag along. Messages of congratulation from Governors, Presidents and Units have poured in to the new national headquarters. We are knee deep in the work. So if your letters—you loyal, enthusiastic units—aren't answered as promptly as we'd like, remember that our hearts are in the work and we'll get it done as quickly as possible.

To our efficient and gracious past president and her officers, three cheers for the fine work of the past regime. With your help to stand back of us we hope to carry on.

**A**MONG greetings received, Mrs. Reavis found congratulations from the Women's International Association of Aeronautics. By grace of her election to the National Presidency, she is now Governor for the W.I.A.A. We hope to give you a little resumé of the work done by this related group at some future time.

New national headquarters are in the Administration Building, in Denver's Municipal Airport. Mrs. Reavis and Mrs. Neff and Thora Wiseman hope to welcome many visiting W.N.A.A. members during their tenure of office. We particularly long to display the comfortable office placed at our disposal through the courtesy of Mayor Ben B. Stapleton and Jim Brownlow, airport manager.

**D**ENVER has had a busy time since the national convention. A luncheon honoring the new national officers was held at the Blue Parrot immediately following the convention at Dayton. Speeches were made by prominent members of every representative group in the state, and an original poem was read and dedicated to Mrs. Reavis to grace the event. Two cloisonné vases, identical except for the color, were presented to Mrs. Reavis and Mrs. Neff as tokens of the esteem and affection of the local unit for the work these officers had done.

On July 23rd, the Seventh Bombardment group stopped in Denver

en route to the war games in Utah. Colonel Clarence L. Tiner, in charge of seventeen of the army's new Martin bombers and his thirty-four officer flyers were received by the three national officers in Denver and the Denver Unit.

Governor Ed. Johnson and General Neil Kimball of his staff, Mayor Ben Stapleton and many other notables were also gracious hosts to the distinguished visitors. Luncheon was served in the north hangar of the Municipal airport.

Among many other Denver visitors during July were Julia Pasder and her sister and a friend, from Chicago. Miss Pasder and her companions are vacationing from their work at the Chicago Airport. As friends of Marguerite Greene, Aeronautical Governor for Illinois, we were very happy to meet them. They were entertained at headquarters by the National officers and members of the Denver unit. They viewed the city from the air in one of the Reavis private planes.

**C**HICAGO has been doing great things. June 22nd, on Saturday afternoon, the W.N.A.A. held an Aerial Survey dinner. Flights started

in the afternoon at 4 p.m. at the Municipal Field and were followed by inspection of the various technical departments, and dinner, served out of doors to enable the guests to watch night landings. The entire entertainment was given for three dollars, and was very ably and smartly carried out. Three cheers for Chicago!

Your editor wants to make a plea for copy. Please send in all notes of your special stunts and news of the Unit work — or personal news — as soon and as often as you can. We'll have to work together to make AIRWOMAN and our W.N.A.A. section something very special.

THORA R. WISEMAN, *Nat'l Editor*

**A**S a special suggestion, the editor would like to have each Unit keep up the good work in subscription getting. This new Cam-aira contest is something to be interested in, too. We've got lots of artistic snapshooters among us.

## Don't Forget—Everybody

Notify AIRWOMAN, or the National Editor—T. R. Wiseman, Municipal Airport, Denver, Colorado—at once of any change of address. The Post Office positively will not forward magazines.



Mrs. Larry Neff, national secretary; Mrs. Carlos Reavis, national president, and Mrs. Minnie B. Jackson, governor for Colorado, in the W.N.A.A. club room at Denver.



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## SCORING UP

(continued from page 5)

seeing some soaring at last, the road suddenly ran under four feet of swirling muddy water. Nonplussed I sought another way, only to discover a small but essential bridge missing. The rain began anew. Stopping at a phone I anxiously called Soaring Site No. One, but was informed by the supervisor that the lines were down.

Fearing that the boys, camping in the tents on the hills, had received much more than asked from the weather gods, I sought out the Association of Commerce for details. But the one girl who had been able to get to work was swamped by hundreds of inquiries about the flood.

Abandoning all thoughts of soaring I spent the next two days enjoying the flood and waiting for an opportunity to get out of town safely and back to New York.

So I am able to send only this bit of information which I read in the *New York Times* after my return.

Sincerely yours,  
MELBA BEARD.

A close contest in the air with motorless flight was won by Mrs. Allaire du Pont of Wilmington, during the 6th annual National Soaring Contest at Elmira, N. Y., when she stayed aloft 5 hours and 31 minutes to win the record from Mrs. Dorothy Holderman of Le Roy, N. Y., who soared 5 hours, 3 minutes.

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Dear Editor:

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## CAM-AIR-A CONTEST

Entries began to come in as fast as some AIRWOMAN readers could wrap the pictures, seal 'em and stamp 'em. As a matter of fact entry Number One got here so fast from so far that it floored us. And what entries! It takes all the spirit of fair play we can muster to resist starting to publish them right off.

Come, Come, don't YOU tarry about sending in those choice shots from the air or of aerial subjects.

The judges who will determine whether or not you are America's best aviation photographer are Sherman M. Fairchild, Margaret Bourke-White and Doris Day.

The contest closes at midnight on November 15th . . . Each picture must be marked "Entered in AIRWOMAN'S CAM-AIRA Contest" and your name and address must also appear on the back . . . Address your pictures to AIRWOMAN, 2 West 55th Street, New York City.

Telephones:  
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Night: Garden City 9637

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# ADVICE TO THE FLIGHTLORN

*We have received many letters from our readers asking us for advice on matters concerning aviation in its more intimate aspects. As these questions and answers may be personally helpful to other readers, we decided to share them with you from month to month.*



Sally Sideslip

**M**ISS SALLY SIDESLIP, who represents the heart interest on the AIRWOMAN staff, has been appointed mother confessor to flightlorn souls. In future, therefore, may we request that you send your personal flying quandries directly to her. We assure you, she is well qualified to cope with any and all flying heart throbs. If you don't believe it, take one look at her portrait.

Address your letters directly to:  
SALLY SIDESLIP  
c/o AIRWOMAN  
2 West 55th St., New York City

•

Mr. W. L., of Kansas City, Kansas, for example writes:

Dear AIRWOMAN:

Not long ago I made my first secret flight in a TWA plane and emerged from it with a sky-high enthusiasm. By "secret flight" I mean, I just "sneaked out on my wife and done it." For years I have been trying to persuade her that the only way to reach my numerous business conferences in other cities is via the air. But she wouldn't listen.

On the plane I was given a copy of your magazine and this gave me a thought: if you only could find a discreet way of slipping one of your magazines into our home, this might convert Mrs. L. into an airo-phene and she would let me fly.

Yours sincerely,

W. L.

Dear W. L.:

That's the stuff. Now that we are getting the cooperation of husbands, we will certainly go places with aviation. Of course, we are very glad to slip a copy into the lap of Mrs. L., and we will keep her so constantly aware of "frail women" sailing all alone in ships overhead that she will sooner or later sneak out on you to make her first secret flight.

We advise you to find this secret flight of hers out in time. Then you will have all the reasons for flying whenever you want to. But just to make us feel better, do some day confess to your wife. You will both enjoy the incident.

Many Happy Landings,  
SALLY SIDESLIP

•

Dear AIRWOMAN:

A few years ago I learned to fly without my father's knowledge, as he is very much opposed to the idea. Then my mother began taking lessons secretly and last year got her private pilot's license. I have had 200 hours of flying, have passed my written test, and am now ready for my transport. Inasmuch as my 17-year-old daughter soloed last Saturday, we all feel that it is about time my mother's husband knew about it. But we don't know how to bring up the subject.

Confidentially yours,

A WOMAN PILOT

Dear "W. P.":

If you think it over carefully I believe you will agree with me that the most tactful way to break the news to father at this point would be to wrap him up in mothballs and let him sleep for another hundred years.

Yours firmly,

SALLY SIDESLIP

## LIGHTING THE WAY FOR AVIATION



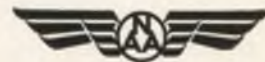
### The National Aeronautic Association

is conducting a militant program of information and education to create a wider and better understanding of the importance of aviation, in all of its branches, in the advancement of American life. Many members of the 99 club of women pilots and of Women's National Aeronautical Association are N. A. A. members.

### Special Offer To Airwomen Readers

Through arrangement with Airwoman, a special subscription offer with the National Aeronautic Magazine is now available. One year of Airwoman (\$1 regularly) and one year of the National Aeronautic Magazine (\$2 regularly) may be obtained for a limited time for the combination price of \$2.25. If you are already a subscriber to Airwoman, you may obtain the National Aeronautic Magazine for \$1.50 if your subscription is received through Airwoman's offices.

Regular membership in the National Aeronautic Association is \$5 a year. Patriotic memberships are \$50, and sustaining memberships, \$250. The price of the National Aeronautic Magazine is included in the membership dues.



National Aeronautic Association—DuPont Circle  
Washington, D. C.

I enclose \$2.25 for one year's subscription to Airwoman and one year's subscription to the National Aeronautic Magazine.

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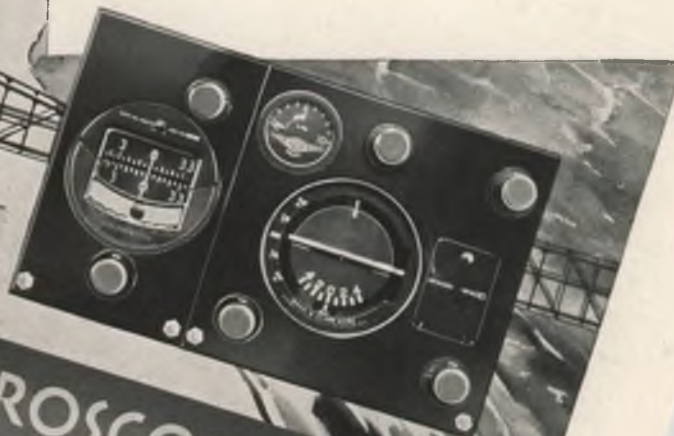
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