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### WOMEN AND AVIATION

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##### Women As Aviation Editors of Daily Newspapers.

If you have ever been in one of those cities in which a woman is holding down an aviation editorship of a newspaper, you have seen one or more men swell out their chests and heard them say proudly, "We have a woman aviation editor on one of our papers." They say it with a glow of civic pride just as they would tell you that "This town has the most paved streets, or the most competent police force, or the best dressed mayor." And nine chances out of ten they will top off the remark that their town has a woman aviation editor with, "And she's a mighty fine girl, too."

When the inhabitants of at least seven cities in this country pick up their morning papers to see what is going on in the field of aviation, they are turning to a woman for information on that subject since the aviation news for seven large dailies is being handled by women.

It isn't a particularly easy job to "cover" aviation for a daily newspaper. It means hard work, a great deal of it legwork. And it is a responsible position, that of corralling and writing all the aviation news each day, as well as filling up and supervising the makeup of the aviation page which most dailies include in their Sunday editions. It is a position which demands the ability to weigh and interpret aviation news fairly as well as a thorough understanding of aeronautical terms. Woe, for instance, to the aviation editor who chronicles that a plane "zoomed down". You can't, it seems, zoom any way but up, but how is a newspaper writer to sense that a nice descriptive verb like "zoom" has a very limited usage unless she knows something about flying.

At least one aviation editor, Mary Goodrich, of the Hartford Courant, has qualified for her private pilot's license. She is on leave of absence at the moment, making a trip around the world with her mother. Another woman is substituting for Miss Goodrich in her absence.

Wauhillian LaHay, who aviation edits the Daily Oklahoman and the Oklahoma City Times, is eligible in hours for a private license, but

has been compelled to hug the ground subsequent to an appendicitis operation. She wrote a series of syndicated stories on learning to fly last spring, and was known as the "Times Flying Girl" in Oklahoma City. She says of her work, "You can't imagine the good times I've had since I started flying. I was a passenger on the first east-bound T.A.T.; another time I flew the entire Universal system, lead the Oklahoma State Air Tour, have met and interviewed such notables as Amelia Earhart, Lady Heath, Ruth Nichols, Louise Thaden, Art Goebel Casey Jones -- and the most recent, Baron Koenig von Warthausen.

Ada Gilkey, the Memphis Press-Scimitar's aviation editor, is probably the dean of them all, having served in this capacity for three years. She has had a course in flying and written a series of stories about it. One of these days she vows she will get together enough money to buy an airplane and go out for a transport license. She reports that her job is not more difficult because she is a woman. If anything, she feels it is less difficult for that very reason.

Miss Gilkey became interested in flying during the war, but did not get her feet off the ground until the latter part of 1925. It is interesting to know that it was a woman, Phoebe Omlic, who took the first woman aviation editor up for her first ride. Concerning the ride, Miss Gilkey says that while she enjoyed it, she was disappointed because she did not get scared and did not find flying particularly thrilling. Referring to her work, she says, "A spirit of good fellowship exists around hangars and airports, and I 'pick up' a good many stories in the course of an ordinary conversation. I find Department of Commerce inspectors, Army men, visiting fliers, and the instructors at the local schools a pretty fine bunch, and they're all willing to give information to reporters."

May S. McCormick, aviation editor of the Jacksonville Journal, Jacksonville, Florida, has soloed and has some time toward her private license. She does a daily column "Air News" in addition to all aviation copy for her paper.

Ann H. McIlhenny is aviation editor of the Buffalo Courier Express, the only morning paper in Buffalo, N.Y.; Constance McManus is aviation editor of the Des Moines Register and Tribune-Capital, which is a morning and an evening combination, and Esther Hamilton is aviation editor of the Youngstown Telegram, according to the last list of aviation editors available.

Notes on Women Pilot's Licenses

Vera Brown, for ten years reporter and feature writer for the Detroit News has qualified for her private pilot's license. She started instruction last spring to get material for a series of five Sunday feature articles.

Counting Miss Brown and Mildred Stinaff of Akron, whose licensing was reported last week, there are now 124 women pilots.

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EDITOR'S NOTE: Data on newly licensed pilots, or pilots who have won a higher license rating, will be greatly appreciated for this department.

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A Female Fledgeling Gets an Added Thrill (Cont'd from last week)

"Follow me through on the take-off," my instructor said, "and after I do a few climbing turns, then I'll turn the ship over to you and I want you to do some." We had reached about half our usual altitude when I was brought back to life, as it were, by a shout from Mr. Reiss. "Hey! look over there," he said, pointing to the left. I looked and was rewarded with a remarkable and unusual sight. About three miles away on the beachfront was a column of smoke, and I thought it must be a fire.

"I wonder what that can be," said my instructor. "Let's fly over and see," I ventured -- so in that direction went the nose of our ship. Half way there, Mr. Reiss was flying "hands off", which meant I had control of the ship. You can imagine my excitement!!!

We located the spot where we had first seen the "smoke" and to my great surprise it was directly over the ocean, and all that was left when we got there were the whirlpools and whitecaps that come on the surface of the water after a ship has sunk. What we had seen was a water spout, a real bona fide water spout. ----ANONYMOUS.

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