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Manila Davis Talley Scrapbook

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[[preprinted]]
WOMEN'S NATIONAL AIR MEET
AUGUST 4 AND 5, 1934
DAYTON, OHIO

WOMEN'S NATIONAL AERONAUTICAL ASS'N.
DAISY T. GREENE, Pres.
NINETY-NINES
MARGARET PERRY COOPER, Pres
SPONSORS

MARTHA C. SMITH, Exec. Chairman
807 Winters Bank Bldg.
DAYTON, OHIO [[/preprinted]]

[[newspaper clipping]]
THE NEWS [[boxed]] FINANCIAL EDITION [[boxed]]

THE WEATHER: Fair and continued warm tonight and Sunday. Detailed weather report on page 2.
DAYTON, OHIO, SATURDAY, MAY 19, 1934
PRICE TWO CENTS

WOMEN'S AVIATION MEET PLANNED HERE AUG. 4, 5
NOTED FLYERS ARE EXPECTED TO TAKE PART IN PROGRAM

For the most important women's aeronautical meet ever held in the United States, at the Dayton Municipal Airport in Vandalia Saturday and Sunday, Aug. 4 and 5, are being perfected, it was learned Saturday.

Permission of the department of commerce at Washington, D.C., is being sought, and if given the meet will be held under joint auspices of the National Women's Aeronautical association and the Ninety-Nine, an exclusive organization of licensed women pilots.

One main race and a number of lesser ones, stunting and other events are included in the tentative program. Scores of women flyers, many famous ones among them, are expected to participate in what is described as "a purely amateur sporting meet."

Mrs. George Shaw Greene of Dayton is president of the National women's Aeronautical association, and Mrs. M.J. Heron, also of Dayton, is secretary. Miss Martha Smith, Oakwood, is president of the Dayton organization of the association.

Besides Margaret Perry Cooper, New York city, president of the Ninety-Nine, other well-known flyers, who may participate are Ruth Nichols, Laura Ingalls, Amelia Earhart, Gladys O'Donnell, Mae Haizlip, Louise Thaden, Betty Lund and Dorothy Hester.

It is pointed out that a few women's meets have been held, and nothing of the kind planned here. Between 25 and 30 women pilots took part in a race in New York last year.
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Since the Women's Aeronautical association meeting is over, it is safe to tell the story recounted by one of the members, who had a very pronounced sense of humor.

It seems that several years ago the group of women air fans got together for a luncheon at Wright field. Shortly after luncheon, and just before flying exhibition was to be given, one of the ladies, and officer of the aeronautical association, incidentally, from the far west, got up and put on her coat.

"Where are you going?" another member asked her. "Oh," she replied, "I'm leaving. I just can't bear to watch airplanes fly - they frighten me to death." [[penciled question mark]]
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DAYTON JOURNAL, SUNDAY, AUGUST 5, 1934.

the only way she could see a lot without standing on her toes.

She had been flying for three years, and her mishap Friday night was her first.

Laying out the course for the race fell to Lieutenant B. B. Talley from Wright field, who with H. Whitman, field photographer, mapped out the 10-mile triangular course.

The course was made by fixing the center of the Vandalia field as the one pylon and then fixing the two other pylons in areas where the territory is flat. The triangle could not be too sharp, because the planes could not safely make the turn, according to the mappers. The pylons had to be in territories where the planes could land if they were in trouble.

A Tippecanoe city barn with a cupola and wind sock was one pylon, while the other was the water tank located near the Waco Aircraft company in Troy, O.

Yesterday was a big day for Mrs. Manila Davis Talley, wife of Lieutenant Talley. It was her idea some years ago to have a national all-women air meet. The events yesterday marked the culmination of her idea.

But what was her greatest disappointment was that she could not fly in her own race. Last week she had "cracked up" and escaped with only four torn ligaments in her neck. It kept her out of the race. But she's going to be in the one next year. And she says she'll see there is one next year.

of spectacular flying to his credit. He was a World war aviation ace and shot down more than 13 enemy planes. He was once a high official in the Russian army air corps. During one of his aerial combats he was

shot down, and as a result he lost one leg.

Gladys O'Donnell, pretty California flyer, owns a streamline plane of the latest type. It is a fast ship, and she had it built especially for racing. However, it is a one-seater and she did not bring it for the meet. Instead she flew with Maud Miller in the latter's ship, a smart green and yellow plane the same type as one which Colonel Charles Lindbergh is having built for himself.
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BOSTON MASS. HERALD
JULY 22, 1934

An old friend, Manila Davis (Mrs. Talley) is in charge of the publicity for the first annual women's air meet to be held at Dayton, O., Aug. 4 and 5. Notices have been mailed out to all the "99ers" about the meet. There are all sorts of events listed. Each event has a cash prize and a trophy donated by some well known business house. The most important money is a \$1,000 first prize for a 50-mile race. Most of the events carry a first prize of \$300 or less. While this may seem like small sums to go after, it is not so bad if one has a plane on one's own. I was talking with a pilot recently who went out to the automobile races at Indianapolis in his plane. The subject of expenses came up and in a rather dry fashion he remarked: "It was not so bad, I was gone three days, and including hangar rent, hotel, movies, meals, gas and oil it cost me \$32.50." Incidentally the plane the pilot used had a Wright J-6-7 on it so figure out what your expenses to Dayton will be. There is a young lady in Manchester, N. H. (that is my home town) by the name of Bernice Blake who has a Monocoupe. From the reports, if Transport Pilot Blake should take it into her head to take in the Dayton meet, she is going to be quite a lot of trouble to most anybody that gets in her way.

Seriously this Dayton meet should be well worth while for the young ladies who fly planes. The meet is well sponsored and looks as though it would be well conducted.
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