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February 1912 FLY MAGAZINE 29

## Women in Aviation

ONE of the interesting features of aviation during the past year has been the development of women aviators.

In four countries women have been granted pilot's licenses.

Baroness de la Roche, Mlle. Helene Dutrieu, Mlle. Jean Herveu and Mlle. Marvingt, in France; Fraulein Nellie Beese, in Germany; Mrs. Maurice Hewlett, in England; and Miss Harriet Quimby and Miss Matilde Moisant in America.

Among some of the notable flights are those of:

Aug. 19th. -- Mlle. Jane Herveu [[Jean Herveu]], flying at Etampes, France, won the woman's cup.

September 1st. -- Miss Quimby, at Mineola, L. I., established a speed record of a-mile-a-minute for women.

September 8th. -- Miss Moisant, at Hempstead, L. I., established an altitude of 1,013 feet.

September 12th. -- Mlle. Dutrieu at Buoy, France, covered 137 miles in a non-stop flight.

October 17th. -- Fraulein Beese, at Berlin, Germany, remained aloft with a passenger 2 hours and 9 minutes.

December 31st. -- Mlle. Dutrieu, at Etampes, France, won the Coupe Femina for 1911 for the longest flight of the year, covering 158 miles in 178 minutes.

December 31st. -- Mlle. Herveu [[Herveu]], flying at Compeigne, France, for the Coupe Femina, covered 154 miles in 161 minutes.

A Communication on "Aero Clubs"  
January 18, 1912  
Editor "Fly Magazine"  
Bulletin Building  
Philadelphia, Pa.

Dear Sir:

I think that the trouble with American aero clubs is their domination by men whose chief interest in aviation is variously determined by their desire for social and other sorts notoriety, by ambition to pitchfork a home town into the limelight by exploitations of the hippodrome possibilities of flight, and by the invariably unlaudable intention to profit financially by copying other men's work.

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In other words, there is everything but the intelligent realization that the flight problem requires above all else the serious and earnest activities of able and deserving men, to develop it as an engineering industry, instead of playing with it on the basis of financing and exhibiting what has been done already as long ago that there is but lost interest.

The ignorant men to play with flight is notoriety, notoriety, and a position in the air. For engineers and scientists of real abilities to give attention to its problems is to safeguard, improve, and in every way advance the art.

The clubs should be capable of discrimination and willing to help. Instead, they are falling far all the technical knowledge is, and are looking out for personal ambitions of their officials and local leaders of their towns, instead for the future of a wonderful industry. I am, sincerely,

VICTOR LOUGHEED.

## AN OPPORTUNITY

For non-subscribers to secure a three months' subscription to

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**OFFER** To every reader of FLY, not a subscriber, who will send us ten bona fide names and addresses of persons likely to be interested in aeronautics together with ten cents in stamps, we will send FLY Magazine free of charge for three months. **This offer expires March 1, 1912.** Place the list of ten names and addresses together with the accompanying coupon in an envelope and mail without delay to

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For ignorant men to play with flight is murderous, useless, and a positive injury to the art. For engineers and scientists of real abilities to give attention to its problems is to safeguard, improve, and in every way advance the art.

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