

REALLY A WAITRESS?

Stewardesses wearing the universal airline hips, top-knotted grandmothers in bombazine, old gentlemen with gravy stains on their apron fronts—it makes no difference to the Group I passenger, who brings the coffee and doesn't wake him up for chewing gum.

Group II and Group III are, admittedly, woman-minded, but with a distinct difference. Men in Group II concur generally with the anonymous airline executive that the thirtyish woman is "a dog." Though they may themselves be eligible for Medicare, they insist that the female population should be stowed in warehouses and kitchens from the day the first crow's-foot appears.

When the coffee, tea or milk arrives, Group II wants it delivered in a flurry of youth, with teeth that have never known unfluoridated water, hips that have never suffered from Depression's macaroni diet and feet that have never been trampled in the fox trot.

It is Group II at which airline policy is aimed. Many stewardesses marry their passengers, and invariably their husbands come from Group II. When their marriages fail, it is only because the wife has turned 32 and developed an early-morning crow's-foot. When this happens, the husband has only to redouble his air travel.

This leaves that large body of men who make up Group III. Group III men like a provocative stewardess on board as much as men in Group II. What they do not like is the airlines' tyrannical effort to impose Group II's preference for the younger woman.

Men in Group III happen to be utterly indifferent to women under 32, and in many cases even to women under 35. What's worse, they are absolutely terrified by women under 27, and women under 24—well, to a Group III man, a woman under 24 is all right as a daughter, but she can scarcely be thought of as a woman.

The fact about men, which the airlines fail to grasp, is that one man's woman is another man's yawn. The airlines' attempt to limit feminine desirability to femininity born after the Hoover Administration is an affront to the taste of every man in Group III, and as such, should be looked into by the Civil Aeronautics Board.

Group III men prefer their women older. The airlines' suggestion that the older woman is a "dog" is as insulting to the tastes of these men as it is to the women. Group III would prefer to have stewardesses kept off airplanes until they are at least 32.

This is not simply a matter of preferring the fuller hip and the more worldly eye. When the Group III man contemplates the standard under-30 model, which the airlines insist on presenting him, he sees nothing but misery and frustration.

At a glance, he can see that an evening with her would involve him in the most humiliating lies to conceal the fact his lumbago is not up to dancing the monkey. If he wanted to reminisce with her about the N.R.A., he would first have to spend hours telling her what it was. And then, she would want to reminisce about Elvis Presley.

GROUP FLIGHTS

In all likelihood, the Group III man knows, he would end by telling her, "You remind me of my daughter." The Group III man does not want to be reminded of his daughter while airborne. He wants the coffee delivered in a flurry of experience with a wrinkling about the eyes that says, "The monkey may leave me cold, but I could tell you a thing or two about the N.R.A."

With this background, the airlines' stewardess problem is easily solved. Just as they now provide first-class and tourist flights for differing tastes, they should establish Group II, Group III and Group I flights. Stewardesses would be graduated from Group II to Group III as they turned 35. On Group I flights, the coffee would be served by the co-pilot.

EXHIBIT 18

NANCY TAYLOR RECEIVES ALPA GOLD MEDAL AWARD

Miss Nancy Taylor, ex National Airlines stewardess and now a new ALEA member as an NAL reservation agent in Miami, is one of the first four persons to ever receive an ALPA Gold Medal Award for heroism. Established many years ago, it is considered the highest plaudit given by the Air Line Pilots Association.