

## Paul Studenski Collection - Scrapbook, Volume 2 (2 of 2), 1915-1961

Extracted on Mar-29-2024 02:21:27

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the following terms.

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. See this project and other collections in the Smithsonian Transcription Center.

STUDENSKI IN 150 FEET FALL AVIATOR MIRACULOUSLY ESCAPES DEATH AT AVIATION FIELD. MACHINE FALLS AND AVIATOR CRAWLS FROM WRECK UNINJURED

"CUYAHOGA FALLS, OHIO - That Paul Studenski is not a dead and crushed aviator is due to his good luck in alighting rather than to any success in a flight made by him at the Silver Lake aviation field late Sunday.

"When he was up 110 to 150 feet his airplane went out of control and dropped like a shot straight to the ground. Luckily for the aviator he landed with the machine under him and before the small crowd on the ground could get half way across the field to him he crawled out of the debris and stood up unhurt.

"Studenski hasn't given any explanation of why the machine fell, and none connected with the flight are willing to say much about the accident. Studenski was happy enough to get out free of hurt. There is a suspicion that the machine which is a big Curtiss biplane, is not balanced exactly correct. It is the same machine that fell last Wednesday, and the plane damaged at this time had been repaired but a short time, when Sunday's ascension was made.

"The machine, all except the engine, was completely wrecked and will not be suitable for flights for a long time. It cost probably \$4,000 originally."

After he was able to walk again, Aviator Paul Studenski and Mrs. Studenski packed up and headed for New York City and New York University.

Thus, an unsuccessful flight of about three minutes in Cuyahoga Falls, Ohio brought an end to a colorful flying career that included hundreds of flights in France and in the United States.

That unsuccessful flight in Cuyahoga Falls opened the way for a most interesting career as professor of economics, after receiving his doctorate from New York University in 1921.

In the three years that his flying fluttered spectators' hearts, Paul Studenski had more than one brush with death. He had seen many of his flying buddies crash, some never to fly again.

Some of these incidents he probably doesn't want to think about. Others produced much laughter - months later, that is. Many of these memories are quite nerve-wrecking.

In 1912 he had several close calls making experimental airmail flights for the United States Postoffice. He was demonstrating a plane over Chicago for some Japanese militarists who were thinking of organizing an air force.

"A junior mechanic," Dr. Studenski recalls, "had used too thin a bolt in fastening on the steering wheel. There I was, way up over Chicago and suddenly I am holding the loose steering wheel in my hands.

STUDENSKI IN 180 PEET PALL. from New York University In 1921. AVIATOR MIRACULOUSLY FIELD. MACHINE FALLS AND AVIATOR CRAWLS FROM WRECK UNINJURED

"CUYABOGA FALLS, OHIO - Again. That Paul Studenski is not a dead and enashed aviator is due to his good lock in alighting rather than to any racees in a flight made by him at the Silver Lake aviation field late Senday. memories are quite nerve-wreeking.

ground. Luckily for the aviator he landed with the machine under him and before the small crowd on the ground could get half way across the field to him he crawled out of the debris and stood up unburt.

"Studenski ham't given any explanation of why the machine fell, and none connected with the flight are rilling to say much about the accideut. Studenski was happy enough to get cut free of hart. There is a suspicion that the machine which is a bir Cortiss biolano, is not balanced eastly correct. It is the same reshine that fell last Wednesday, and the plane damaged at this time had been repaired but a short time, when Sunday's ascension was made.

The muchine, all except the engine, was completely wreeked and will not be suitable for flights for a long time. It cost probably \$4,000 originally."

denkt packed up and headed for New York City and New York Uni-

Thus, an assuccessful flight of shout three minutes in Cayahoga Falls, Ohio brought an end to a colorful flying currer that included hundreds of flights in France and in the United States.

That appropriated flight in Caya-

THE OWNO ROCCHED FOR RESPEASE. 1947

In the three years that his flying ESCAPES DEATH AT AVIATION Entered spectators bearts, Faul Stadeads had more than one brish with wards decided to come to this death. He had seen many of his flying buddles crash, some never to fly

Some of those incidents he probably doesn't want to think about, was the rare of the artation enthro-Others produced much laughtermonths later, that is. Many of these cording to American Heritage.

his simpline west out of countril and making experimental similal flights the Potomac Siver, circled Washingdropped like a shot straight to the fee the United States Postoffice. He ton monament and landed on West was demonstrating a plane over Chicago for some Japanese raditarists. House and the State, War and Novy who were thinking of organizing as. building, air force.

> recalls, "had used too thin a holt in Department Restaurant, President fastening on the steering wheel. Taft, American Heritage reports, was There I was, way up over Chicago not at home at the time. and suddenly I am holding the laose steering wheel in my hands.

> most distrossing (if not an empty feel- instructor of fledging pilots. Oh, he ing) situation. I crushed in somebody's backyard and I had another newspaper clipping for my onlinetion."

> days when such names as Theodore with him so it was fun. Besides, the Bassewelt, Alfred Le Blanc, John B. Motont, Clinton Hadley, Claude Grahame-White, Gordon Bennett and jacket. Wilher and Orville Wright made newspaper headlines.

He was been to Resstu of Polish After he was able to walk again, parsars. He studied law for three feelings. He says:
Avianor Paul Studenski and Mrs. Stayears at the University of St. Peters"My setie was long, (New Leningrad) then left to go to France and Sorbouse University in foured that I might most with the

He was 17 when he entroed St. number of my colleagues did. Petersburg University. At Sorbonee, "A fiver fiving the hand-made crates medicine.

But pedantic pursuits held little by the flyers today. escitement for him. He couldn't resirt the attraction of the dangerous then. I had had a goodly number of hoga Falls opened the way for a most lost thrilling new sport of flying which falls or forced landings in planes disinteresting curver as professor of sco-young men and women were excited abled in mid-sir. Sometimes I manscenes, after receiving his doctorate about at the turn of the century. aged to being down the plane with-

So be enrolled in the Louis Blatist's aviation school, graduating in 1910 when he solved and shortly after-

Claude Grahame-White, the handsome debonstr Englishman with a Prima Donna's Sair for the spotlight, sint in this country at that time, ac-

The book reported that once "When he was up 110 to 150 feet . In 1922 he had several close calls. Grahame-White flow his plane across Executive Are, between the White

He left his plane purked in the "A junior mechanic." Dr. Studenski street and went to heach at the State

Studenski was a more serious flyer. He was considered one of the finest "It was attached to nothing - a test pliets of his day and an excellent looped-the-loop for gavking crowds at state and county fairs. And he took part in plane more and other hairreising steam.

Paul Studenski learned to fly in the But flying was as much a business pay wasn't bad. He averaged \$250 a week before he hang up his leather

> Then came Cayahoga Falls and adice to aviation. Dr. Studenski become quite concerned with his bride's

> "My wife was very apprehensive about my continuing to By. She same samy end with which quite a

Paul Studenski decided to study pre- of that early period had to take chances for greater than any taken

'I had been extremely lucky up to

"It was attached to nothing - a most distressing (if not an empty feeling) situation. I crashed in somebody's backyard and I had another newspaper clipping for my collection."

Paul Studenski learned to fly in the days when such names as Theodore Roosevelt, Alfred Le Blanc, John B. Moisant, Clinton Hadley, Claude Grahame-White, Gordon Bennett and Wilbur and Orville Wright made newspaper headlines.

He was born in Russia of Polish parents. He studied law for three years at the University of St. Petersburg, (New Leningrad) then left to go to France and Sorbonne University in Paris.

He was 17 when he entered St. Petersburg University. At Sorbonne, Paul Studenski decided to study pre-medicine.

But pedantic pursuits held little excitement for him. He couldn't resist the attraction of the dangerous but thrilling new sport of flying which young men and women were excited about at the turn of the century.

So he enrolled in the Louis Bleriot's aviation school, graduating in 1910 when he soloed and shortly afterwards decided to come to this country.

Claude Grahame-White, the handsome debonair Englishman with a Prima Donna's flair for the spotlight, was the rave of the aviation enthusiast in this country at that time, according to American Heritage.

The book reported that once Grahame-White flew his plane across the Potomac River, circled Washington monument and landed on West Executive Ave., between the White House and the State, War and Navy building.

He left his plane parked in the street and went to lunch at the State Department Restaurant. President Taft, American Heritage reports, was not at home at the time.

Studenski was a more serious flyer. He was considered one of the finest test pilots of his day and an excellent instructor of fledging pilots. Oh, he looped-the-loop for gawking crowds at state and county fairs. And he took part in plane races and other hair-raising stunts.

But flying was as much a business with him as it was fun. Besides, the pay wasn't bad. He averaged \$250 a week before he hung up his leather jacket.

Then came Cuyahoga Falls and adios to aviation. Dr. Studenski became quite concerned with his bride's feelings. He says:

"My wife was very apprehensive about my continuing to fly. She feared that I might meet with the same sorry end with which quite a number of my colleagues did.

"A flyer flying the hand-made crates of that early period had to take

chances far greater than any taken by the flyers today.

"I had been extremely lucky up to then. I had had a goodly number of falls or forced landings in planes disabled in mid-air. Sometimes I managed to bring down the plane with-

THE OHIO RECORD FOR FEBRUARY, 1961 9

Paul Studenski Collection - Scrapbook, Volume 2 (2 of 2), 1915-1961 Transcribed and Reviewed by Digital Volunteers Extracted Mar-29-2024 02:21:27



## **Smithsonian Institution**

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: https://transcription.si.edu
On Facebook: https://www.facebook.com/SmithsonianTranscriptionCenter

On Twitter: @TranscribeSI

Connect with the Smithsonian Smithsonian Institution: www.si.edu

On Facebook: https://www.facebook.com/Smithsonian

On Twitter: @smithsonian