



## Smithsonian Institution

*Smithsonian National Air and Space Museum Archives*

### LAW, RUTH

Extracted on Mar-29-2024 04:03:17

**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](https://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](mailto: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.



soon after I left Chicago. That's why I had to stop at Hornell.

"I am going to enter the transcontinental aeroplane contest which the Aero Club of America will hold next year. It is feasible in every way. The club is doing most practical work. Its plan to establish a chain of landing places from New York to Chicago and then across the country and its contests are going to popularize cross-country flying in America. There will soon be hundreds of people flying from Chicago to New York for business and pleasure."

The only aviator who has flown farther than Miss Law on a non-stop cross-country flight is Sub-Lieutenant A. Marchal, of the French Army, who on June 20 and 21 last flew from

[[next column]]

Nancy, France to Chelm, Poland, a distance of 812.5 Miles. This is 222.5 miles better than she did.  
Her record is as follows:

Left Chicago (Eastern time).....	8:25:00 A. M
Arrived Hornell, N. Y.....	2:10:00 P. M
Left Hornell.....	3:24:00 P. M
Arrived Binghamton, N. Y.....	4:20:00 P. M
Left Binghamton.....	7:23:00 A. M
Arrived New York.....	9:37:35 A. M

	Time.	Miles.
Chicago to Hornell.....	5:45:00	590
Hornell to Binghamton.....	0:56:00	90
Binghamton to New York.....	2:14:35	204
Total.....	8:55:35	884

Miss Law stated her chief concern now was to get a big machine that would carry enough gasoline so that she could make the Chicago-New York flight, wind or no wind.

"You see," she explained, "I did so much was that big battleplane I tried to get from Mr. Curtiss. I offered to buy it, but he wouldn't let me have it, because he said, the big machine was too much for a girl to handle. I trust he will change his mind, or I will get a big machine somehow. Right here I want to say that there is nothing against my little aeroplane. It's not its fault that it doesn't carry enough gasoline"

Miss Law said most of her flight was made at an altitude of about 1,000 feet, and that several times she reached 2,000 feet, but seldom higher than that. her flight from Chicago to Binghamton was made at an average height of 1,500 feet.

What scant equipment the girl had for her remarkable feet was shown when her little machine rolled alongside the one in which Victor Carlstrom made his Chicago to New York flight. Carlstrom's machine was more than twice as wide, twice as high. Its tanks carry 200 gallons of gasoline; the normal capacity of Miss Law's machine is 16 gallons. She had added a tank to bring the capacity up to 53 gallons.

"Anyway," she said, "this was only a vacation trip, and I have had lots of fun out of it."

Miss Law used the compass which Lieutenant John C. Porte brought to the United States for the transatlantic flight.

Among the Army and Aero Club officials at Governors Island aviation field to welcome Miss law were Major General Leonard Wood, Major Hartman, head of the Army Air Service in the Department of the East; Alan R. Hawley, Evert Jansen Wendell, Henry Woodhouse and Charles Jerome Edawrds, members of the Board of Governors of the Aero Club;

Augustus Post, and C. Douglas Wardrop, editor of *"The Aerial Age"*. Miss Las had a letter for Mr. Wardrop from A. W. Scott, of Chicago; a letter for David Belasco from Binghamton, a letter for W. J. Bemish, secretary of the Rotary Club of New York, sent by James G. Bronlow, secretary of the Rotary Club of Binghamton, and letters for other persons.

The expressions of appreciation of the flight of Miss Law, as in the case of Victor Carlstrom, would fill a book. There are several hundred editorials and expressions from a score of military authorities.

The following from a military man, Major Carl F. Hartmann, of the Signal Corps, the officer at present in charge of the Army's aviation in the department of the East, is of special interest. The Major was one of the first to greet both Victor Carlstrom and Miss Law when they arrived out of the air from Chicago:

"Above everything else," he said, "Miss Law's flight encourages the belief the American-made motors and American-built planes are the equal of any in the world. She made her journey not only in an almost obsolete type of plane, but with a common stock motor. Her whole equipment could be obtained by anybody. She started on her trip with little, if any, expensive preparation, and she came on just as one would if one were in an automobile.

"The big lesson of her flight, in my mind, is, therefore, the fact that such a cross-country flight is not a circus 'stunt,' performed only by a special expert with a special apparatus. Any aviator with an American aeroplane can make the trip as safely and as surely as a chauffeur in an automobile.

"Now, in the Army we used just the sort of aviation which Miss Las and, incidentally, Carlstrom, have shown. A long, non-stop flight, either for observation or raiding, Miss Law has shown us can be done in an American machine with a common motor. Thus the Army can be assured that American manufacturers can equip them with planes capable of competing with any foreign military machines in existence.

"From what Miss Law has done, I should say that our Army aviators could with the equipment they have meet any situation demanded of them in a war against any nation we might fight, which did not already have a aero force.

"Another element of the flight which I consider important will be its effect on the popular mind. In the Army, we do not want any special sort of men to become aviators- we want all sorts. Then we can pick out the best. Miss Law has shown that anybody who thinks he would like to fly need not hesitate because he believes himself unfit. All he needs do is to have the nerve to try."

LAW, RUTH

Transcribed and Reviewed by Digital Volunteers

Extracted Mar-29-2024 04:03:17



## 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](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: [www.si.edu](http://www.si.edu)

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

On Twitter: [@smithsonian](https://twitter.com/smithsonian)