

## LAW, RUTH

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Augustus Post and Henry Woodhouse unbuckled the strap that held her in the craft and helped her from her seat. She stood a bit stiffly for a moment, then she pulled off her gloves and removed her leather helmet. Next off came her face mask and she stood there smiling. And then everybody cheered.

Her face was blue with cold and she started to walk briskly about to get warm. With her feet incased in big leather boots over her shoes, with four suits of woolen and leather clothes, she looked to be the very stout person she wasn't.

"I'm cold," was the first thing she had to say. Then she took from the seat all her baggage- a blue serge skirt- tucked it under her arm, climbed into an automobile with the Army and Club authorities and went to the quarters of Major and Mrs. Carl F. Hartmann, where she washed her face and hands and asked for Mrs. Hartmann's powder puff, and then ate some breakfast.

It was at breakfast that Miss Law told of a thrilling experience she had in landing on the aviation field at Governors Island that none of the spectators knew about. She said that when she left Binghamton she had not put any additional gasoline in the tanks of the machine, because after measuring the fuel she thought she had an ample supply. She forgot that the extra tank she had put on the machine was set so low and that it would not feed the last two or three inches of fuel. When she reached upper Manhattan coming down the Hudson her engine began to "cut out." and when she was about opposite Twenty-third street it began to miss badly. To get to the Island she had to tip the machine several times to get fuel to the carburetors from the low supply in the

"When I left Binghamton the wind was blowing briskly, but it didn't do me any good. I soon found myself in a fog so thick that I couldn't make out where I was going. I had mapped out my course with the directions marked, but I had no instrument to indicate the drift the wind was imposing, and I couldn't see any landmarks. And so I came down until I was just topping the hills. I kept as close to the ground as I could. In fact, it was like coasting up and down the hills. I picked up the Susquehanna river and followed it, for, you know, an aviator can see the water when nothing else below is visible.

When I got to where the Susquehanna made a sharp turn south I steered due east and flew over to the Delaware river, and I followed it until I came to Port Jervis. Then I went over the Ramapo Mountains, keeping close to the ground to see where I was going. Just where I hit the Hudson River I don't know; it must have been about Hastings or possibly near Haverstraw.

"I flew low down over the Hudson. I felt the cold much more than the day before on account of the dampness. It was when I was off the upper end of Manhattan that the engine began to cut out. I knew that meant the gasoline had got low. The missing became worse and I had to tip the machine suddenly and then straighten out again to get the gasoline to flow to the carburetors. Finally, I got sight of Governors Island, made the long sweep you saw because I was not depending on the missing engine, but was gliding so that I could alight. I thought once that I was going to hit the brass band. And here I am!"

Miss Law admitted that although her flight had gone as she had planned it, in that she had set out to stop at Hornell, if necessary, she had hopes way down in her heart, when she left Chicago, that she would be able to make a non-stop flight to New York on fifty-three gallons of gasoline-all her little machine could carry.

"It is true that in still air that much gasoline would carry me only to about where Hornell is," she said. "But the weather man in Chicago-Mr. Mitchell-told me I would have a 56-mile wind behind me all the way. If I had had that wind, I would have made the flight to New York without stopping. I didn't have the wind, because all the wind there was died out

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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. N
Arrived Hornell, N. Y	
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	5:45:0	0 590
Hornell to Binghamton	0:56	:00 90
Binghamton to New York	2:	14:35 204
Total		

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 [[Italics]]"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 expressiions 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

"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."

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