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## **Blanche Stuart Scott Collection - Newspaper Articles, 1956 - 1969**

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"I never flew a plane," "Tiny" admitted, "but I qualified as an Early Bird. I soloed with my parachute."

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There were quite a few accidents in those mad days, and the old aviators around her also talked about that with the same remote, incredible delight.

"Oh yes," she said., "there were quite a few broken bones and strained ligaments. But you looked for a tree or a telephone line to break that fall." She smiled again.

"We always thought a tree was a little cushion," said this tiny lady who was not even five feet tall in leather helmet and goggles.

BLANCHE STUART SCOTT sat a few seats away, a girl who went to a good school then became the first American woman to solo. It was in a Curtiss "Pusher," the [[?]] with an open "undertaker's chair" for its pilot, a few feet in front of the exposed engine.

Friday's Boeing Whisperjet was cruising at a low 1,500 feet, holding itself in at a mere 250 miles an hour to give the old fliers a look at the landscape. "We flew at 50 miles an hour," Banche recalled, "but you could get up 50 feet or so for at least a quarter of an hour."

That, she said, was here 1910 solo.

There was the lure of big money in those pre-World War I days when the exhibition fliers could gross \$5,000 a week, Blanche said.

"After expenses, and paying the mechanics, and a crash or two, what did you have left?" she asked, "Applesauce!" It still sounded marvelous, the way she told it.

Broken bones? Blanche counted 41 of them but they didn't matter. Those were days, she said, when a broken neck wasn't that serious — "and a promoter always had enough idiots to take your place."

Blanche Stuart Scott is now the kind of lady who's about to reassure a nervous passenger. There are only two kinds who aren't a little scared of flying, she advised, "fools and madmen."

\* \* \*

NEARBY WAS Max Holten who is 75 years old but still has clear blue eyes that once focused behind a machine gun in a German

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