



**Smithsonian Institution**

*Smithsonian National Air and Space Museum Archives*

## **Harold E. Morehouse Flying Pioneers Biographies Collection - Stinson, Katherine**

Extracted on Mar-29-2024 09:29:46

**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.

United States and Canadian Governments. December 11th she established a new nonstop woman's cross-country record by flying a Curtiss airplane from North Island, San Diego, to the Presidio at San Francisco. For this notable flight she was awarded a medal by the Pacific Aero Club. On the flight she crossed over the Tehachapi Mountains at an altitude in excess of 9,000 feet. The distance was 610 miles and this surpassed Ruth Law's former record of 512 miles. This was also a new duration record for woman pilots in the United States.

In early May, 1918, Katherine was sworn in as an authorized [[authorized]] United States airmail pilot at Chicago, then on May 23rd she started on a morning flight from Chicago to New York carrying mail. On the flight she encountered strong head winds [[winds]] and ran out of gas, which forced her down near Binghamton, New York, after ten hours in the air. In landing she nosed over, damaging a wing and breaking the propeller, but she was not injured. The distance flown was 783 miles. After repairs were made she flew on to Sheepshead Bay, Long Island, New York, where she and Ruth Law flew and raced each other on May 30th.

In midsummer, 1918, Katherine returned to Canada for another series of exhibition engagements, first at Calgary for the week of July 9th, then flew to Edmonton, 175 miles in two hours and five minutes, which was then a Canadian distance-and-duration record. There she raced Leon Duray, the automobile race driver, then flew on to Saskatoon, Red Deer, and Camrose, leaving Canada August 3rd. While there she also carried the first government-authorized airmail in Canada on July 9th.

On September 26th she made an airmail flight from College Park, Maryland, to Bustleton, Pennsylvania, these being the flying fields adjacent to Washington, D.C., and Philadelphia, Pennsylvania, respectively used by the Post Office. Airmail had begun, for the first time as a continuous scheduled public service between permanent stations on May 15, 1918. Previously there had been about

6

United States and Canadian Governments. December 11, she established a new nonstop woman's cross-country record by flying a Curtiss airplane from North Island, San Diego, to the Presidio at San Francisco. For this notable flight she was awarded a medal by the Pacific Aero Club. On the flight she crossed over the Tehachapi Mountains at an altitude in excess of 9,000 feet. The distance was 610 miles and this surpassed Ruth Law's former record of 512 miles. This was also a new duration record for woman pilots in the United States.

In early May, 1918, Katherine was sworn in as an authorized United States airmail pilot at Chicago, then on May 23 she started on a morning flight from Chicago to New York carrying mail. On the flight she encountered strong head winds and ran out of gas, which forced her down near Binghamton, New York, after ten hours in the air. In landing she nosed over, damaging a wing and breaking the propeller, but she was not injured. The distance flown was 783 miles. After repairs were made she flew on to Sheepshead Bay, Long Island, New York, where she and Ruth Law flew and raced each other on May 30.

In midsummer, 1918, Katherine returned to Canada for another series of exhibition engagements, first at Calgary for the week of July 9, then flew to Edmonton, 175 miles in two hours and five minutes, which was then a Canadian distance-and-duration record. There she raced Leon Duray, the automobile race driver, then flew on to Saskatoon, Red Deer, and Camrose, leaving Canada August 3. While there she also carried the first government-authorized airmail in Canada on July 9.

On September 26 she made an airmail flight from College Park, Maryland, to Bustleton, Pennsylvania, these being the flying fields adjacent to Washington, D.C., and Philadelphia, Pennsylvania, respectively used by the Post Office. Airmail had begun, for the first time as a continuous scheduled public service between permanent stations on May 15, 1918. Previously there had been about

6

Harold E. Morehouse Flying Pioneers Biographies Collection - Stinson, Katherine  
Transcribed and Reviewed by Digital Volunteers  
Extracted Mar-29-2024 09:29:46



## 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)