



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Ruth Law Collection - Scrapbook

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International Soundphoto

Boy, 14, Beaten and Chained to Bed

Carl Russo Jr., 14, holds the rubber hose and chain he claims his father used to beat him and then tie him to the bed in their Detroit home. The father said he chained his son to the bed to keep him from becoming a delinquent like his brother, Anthony, 15.

Ruth Law Recalls Wrights' Credo: Women Can't Be Fliers

By EDWIN D. NEFF

The Wright brothers were wrong about women.

They said no woman could fly.

It took Ruth Bancroft Law to prove the Wrights were wrong, and in a Wright plane at that. She became the first female to fly a Wright plane, ordered by her husband from Orville in 1912 at a nice fat figure of \$5,000.

Ruth Law (Mrs. Charles H. Oliver) arrived here yesterday for the official presentation of the famous Kitty Hawk plane at the Smithsonian today. She remembers the insult well, but good humoredly.

"I wanted to learn to fly," she recounted, "and the Wright brothers seemed the logical teachers. But Orville refused. Said he didn't think any woman could learn. He agreed, however, to sell my husband a plane."

Three years later, when Mrs. Law was an accomplished stunt flyer, Orville was still nervous. He came to see her fly an exhibition at Dayton's ballpark, but urged her not to fly beyond the outfield.

"In those days," Mrs. Law recalled, "just getting a plane off the ground was an exhibition, and if you did a few banks and loops you were an artist."

Mrs. Law set the first American distance record for women Nov. 20, 1916, in a 500-mile flight from Chicago to Hornell, N.Y. In September of the same year she flew a Curtis plane to 16,000 feet, the altitude record for a woman at that time.

The following year she buzzed the trolley-tops along Pennsylvania avenue as part of the first Liberty Loan drive, landing amid an astonished crowd on the Eclipse.

Recalling how she learned to fly, Mrs. Law decided the biggest problem was the matter of what to wear.

"Nothing but bloomers was practical in those windy days of open planes," she said. "I had a pair of black satin bloomers, cap and blouse made to order. But I couldn't wear that costume on city streets. I would have been mobbed."

Mrs. Law's present home is San Francisco. She will be a guest of honor at the Smithsonian ceremonies.

5 SEC. I

TIMES HERALD

Washington D.C. Friday, Dec. 17, 1948

Troth of Dancer To French Count Stays a Mystery

By Nancy Randolph

New York, Dec. 16 (NY News)--Some of the mystery over the identity of beautiful Lucienne Kylberg of this city--soon to be the bride of Count Christian De Dampierre of Paris, New York and Carmel, Calif.--has been dispelled, but not all.

Lucienne, 28, sometimes called Lubov, appears now to be none other than twice-divorced Lubov Rostova, formerly a dancer with the original Ballet Russe. She was divorced from dancer-director David Lichine here in 1941 and from a Swedish industrialist named Kylberg in 1946 in Paris.

Ceremony Not Explained.

How Lubov expects to become a countess next week through a ceremony scheduled to take place in a Roman Catholic church still has not been explained by the bride-to-be or "her sister, Louise" who acts as spokesman for her.

"Sister Louise," in fact, denied a few days ago that Lucienne Kylberg is Lubov Rostova, following cables from Paris giving the first news of the impending marriage.

1941 Suit Cited

Although David Lichine (nee Lichenstein) asserts Lubor shed him in Paris in 1941, newspaper files show that Lubor sued him in New York supreme court in 1941, charging misconduct with another ballerina, Tatiana Riabouchinska.

Lubor's fiance, Count De Dampierre, 36, is the son of the late Elie De Dampierre, who left him American securities. He is director of a chemical company with offices in San Francisco and New York. He served in the 39th reconnaissance group in France and was captured and held prisoner by the Germans until 1945.

Fowler Lands Flaming B-25

Robert "Bob" Fowler, who made this nation's first successful coast-to-coast flight 37 years ago in a home-made Wright biplane without radio or fancy instruments, was safe in Washington last night after crash-landing in a flaming B-25.

The Army ship, carrying Fowler and Adolph Sutor, another aviation early bird, east from California for the Kitty Hawk ceremonies here today, caught fire half an hour out from Mitchel field, N.Y., after being forced by fog to turn back from Pittsburgh.

With one of its two engines in flames and its radio dead, the plane proceeded on instruments through heavy overcast and came down safely at Mitchel field as ambulances and a crash wagon stood by. Fowler's disappointed comment later was: "They wouldn't let us have another place to fly to Washington. We weren't through flying yet." He admitted his 1911 flight, which took 45 days, with a total of 72 flying hours was less harrowing."

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