

# RUTH LAW LANDS HERE FROM CHICAGO IN RECORD FLIGHT

Gasoline Nearly Gone on Last  
Leg of Her Journey, She Vol-  
planes to Governors Island.

GLIDES THROUGH DENSE FOG

Gen. Wood Greeted Her at End of  
884-Mile Trip, Made in 8  
Hours, 55 Min., 35 Sec.

ALMOST BENUMBED BY COLD

Trip Hailed as America's Greatest  
Flight—Will Try Again with  
a Big Machine.

## Record of Miss Law's Flight from Chicago to New York.

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

\*This figure is based on Miss Law's speedometer. The Aero Club figures that she flew 210 miles.

A hundred and twenty pounds of pluck called Ruth Law glided her little old 100 horse power "pusher" aeroplane down on a swift wind out of a mixture of fog and Jersey smoke yesterday morning and landed on Governors Island, winner of the American non-stop cross-country aviation record, and breaker of all world's records for women fliers.

Uncle Sam's band down on the island was playing its best tune, and the sun peeped out to glint a thousand welcomes from the rifles and swords of the garrison on parade, as the girl made a graceful turn and stopped in front of Major General Leonard Wood, who was waiting to shake her hand. As his aides helped her from her seat the General said:

"Little girl, you beat them all!"

Miss Law had completed the last leg of her Chicago-New York flight, having come yesterday morning from Binghamton. Sunday she had set a new American cross-country record by flying from Chicago to Hornell, N. Y., a distance of 590 miles, and then ninety miles more to Binghamton, where she spent the night.

She left Binghamton at 7:23 A. M., and landed on Governors Island at 9:37:35, official time. It's a matter of about 150 miles in air line from Binghamton to New York, but Miss Law flew 204 miles in making the trip, according to her speedometer. Because of the fog she found it impossible exactly to follow her course. She made the 884 miles from Chicago in 8 hours 55 minutes and 35 seconds.

### Benumbed on Arrival.

Seated away out on the nose of her little machine, she looked in her aviation togs of wool and leather for all the world like a young Eskimo in his Sunday clothes. She was so benumbed with cold that she didn't move for a moment or two after her aeroplane had stopped. Bundled up as she was, what one noticed first were her blue eyes looking through the goggles. Unprotected by shield or car body, she had flown perched out in the air surrounded on three sides by nothing, and the cold and the dampness had penetrated even her heavy clothing.

Other hands 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, and went to the quarters of Major and Mrs. Carl F. Hartmann, where she washed her face and hands, asked for Mrs. Hartmann's powder puff, and then ate some breakfast.

### Volplaned to Island.

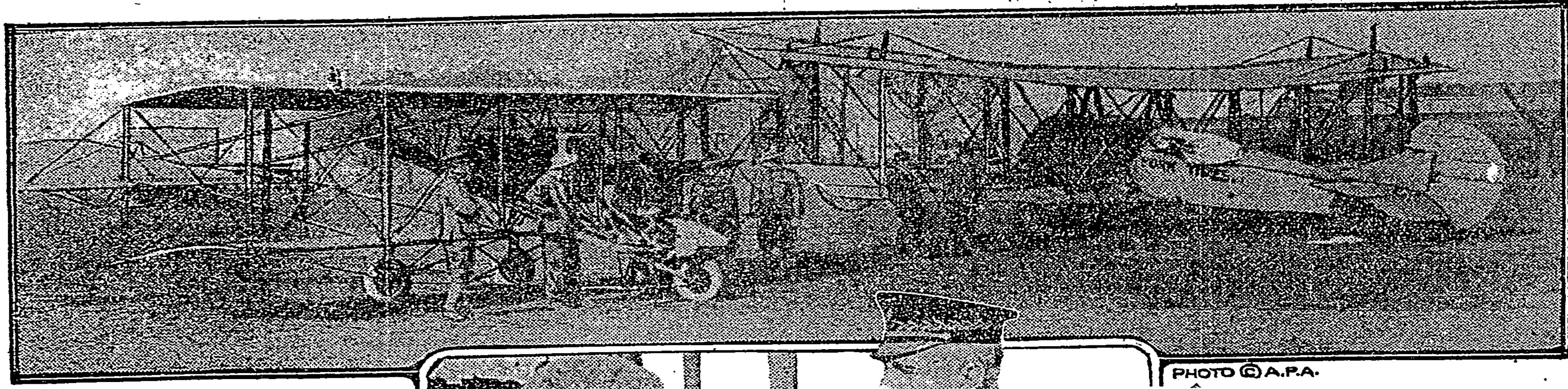
It was at breakfast that Miss Law told of a thrilling experience she had had in landing on the aviation field at Governors Island that none of the spectators knew about. She said that when she left Binghamton she had not put any additional gasoline in the tanks of the machine, because after measuring 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 cut," and when she was about opposite Twenty-third Street it began to miss badly. To meet this critical situation the girl shot up rapidly and volplaned to Governors Island for the last three miles of her flight, gliding down with the wind instead of against it. When she landed the engine was still missing badly, and she could have gone only a short distance further. As it was, 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 tank.

After she had breakfasted, Miss Law faced about fifty newspaper men.

"You have made the longest flight a woman ever made, haven't you?" they asked.

"I have made the longest flight an American ever made," she replied, leav-

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## RUTH LAW IN RECORD FLIGHT FROM CHICAGO

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ing no doubt that she wished to be known as an aviator rather than an airplane.

"When I left Binghamton," she went on, "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 steered to the southeast, passing over Greenwood Lake. 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 yesterday, on account of the dampness. It was when I was off the upper end of Manhattan that the engine began to cut out. 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 and 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 50-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 soon after I left Chicago. That's why I had to stop at Hornell."

She added quickly that her chief concern now was to get a big machine that could 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 want that big battle-plane 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 that I will get a big machine somehow. Right now, 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 yesterday 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 on Sunday, from Chicago to Binghamton, was made at an average height of 5,000 feet.

What sort of equipment the girl had for her remarkable feat was shown when her little machine was rolled alongside the 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."

Among the Army and Aero Club officials at Governors Island aviation field to welcome Miss Law were Major Hartmann, head of the army air service in the Department of the East; Evert Jansen, Wendell, Henry Woodhouse, and Charles Jerome Edwards, members of the Board of Governors of the Aero Club; Augustus Post, and C. Douglas Wardrop, editor of The Aerial Age. Miss Law 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.

"It is the greatest flight ever made in America," said Mr. Woodhouse, as he collected Miss Law's records of her flight.

### THE RECORD MADE OFFICIAL. Aero Club of America Issues Statement on Miss Law's Flight.

Ruth Law's achievement as viewed by the Aero Club of America, the governing body of aviation in this country, was outlined in a statement issued by the club last evening. It named her as the record holder for American non-stop cross-country flight, as well as the holder of the world's record for women fliers, and of the second best non-stop flight made by either man or woman here or abroad. The statement, reviewing her flight, said in part: "She left Chicago on Sunday morning at 8:25 A. M., Eastern time, cheered by the people who had gathered at Grant Park. Her aeroplane, being loaded to its fullest capacity, climbed sluggishly and battled with the varying wind currents which came across and over the buildings on the Lake front. There was at the time a southwest wind of about twenty-five miles an hour, which soon died out, and there was almost no wind thereafter.

"She had mapped her course and had her chart mounted on rollers in a case, the case being strapped to her belt and to the guard of her seat. She had gone over the route with Lieutenant J. A. McAlister of the Hydrographic Survey Office of Chicago and had then traced the route herself on a chart, noting on the chart the compass directions of her flight, which directions she summarized on the cuff of her gauntlet. These notations read: Gary, 227 miles, S 89 degrees E; Port Clinton, 21 miles, S 69 degrees E; Huron, 41½ miles, N 81 degrees E; Cleveland, 65 miles, N 63 degrees E; Erie, 83½ miles, S 74 degrees E; Olean, 44 miles, N 72 degrees E; Hornell, 48 miles, S 60 degrees E; Elmira, 45 miles, S 81 degrees E; Binghamton, 81 miles, S 42 degrees E; Port Jervis, 33 miles, S 50 degrees E; Suffern, 22 miles, South to New York.

Following her directions, she passed Cleveland flying at a height of about 6,000 feet, and went on and passed Erie at a height of 3,000 feet. She soon passed Olean and flew to Hornell, where she landed at 2:10 P. M., having covered



Miss Law Greeted by General Wood.

the distance of 500 miles, breaking the American cross-country non-stop record made by Victor Carlstrom on Nov. 2, bettering Carlstrom's non-stop distance record from Chicago to Erie by 138 miles.

Referring to Miss Law's equipment, the Aero Club official statement said:

"It was a surprise to everybody to find that the aeroplane used to make the record breaking flight was the small loop-the-loop Curtiss biplane with the propeller in the rear, which she had built for herself on the old model last March for looping-the-loop exhibitions which she gave in number during the past season. She wanted this type, where the seat is in front, without protection from the elements, because, she said, it afforded a wider range of vision while flying. The machine was equipped with a 100-horsepower Curtiss motor and gasoline tanks holding fifty-three gallons.

In a statement issued for the Aero Club's use, Miss Law said:

"I am going to enter in the trans-continental 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 contest 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 further 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 Nancy, France, to Chelm, Poland, a distance of 812.5 miles. This is 222.5 miles better than she did.

### AMERICAN ABILITY SHOWN.

#### Maj. Hartmann Finds in Miss Law's Flight a Preparedness Lesson.

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, said Ruth Law's accomplishment would be of great advantage to aviation in this country. 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 that 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 Law 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 an 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."

Of Miss Law's personality Major Hartmann said he thought her success was largely due to the fact that she combined nerve and intelligence.

### RECEPTION TO MISS LAW.

#### Aero Club Members Congratulate Her After Flight.

A reception was tendered to Miss Law yesterday afternoon by officers and members of the Aero Club of America.

Alan R. Hawley, President of the club, congratulated her upon her feat and said it came as a fitting climax to a year of substantial development in American aviation. Other speakers said that the \$20,000 prize to be given by the club, next year, to the winner of its Transcontinental Aeroplane Contest was

something Miss Law might well hope to win.

Among those at the reception were Henry A. Wise Wood, Evert Jansen, Wendell, Henry Woodhouse and Charles Jerome Edwards, Governors of the club; Augustus Post, Professor David Todd, Glenn L. Martin, G. Douglas Wardrop, W. D. Juddins, Stuart McDonald, Victor Carlstrom, J. Guy Gilpatrick, John D. Cooper, A. Leo Stevens, W. S. Bonney, Ladislas d'Orey, W. W. Niles, Farnum T. Fish, George L. Larabee, George H. Guy, Arthur Johns, Edward F. Scaries, and Lyman J. Seeley.

### DID WHAT MEN COULDN'T DO.

#### "Bud" Mars Pays Tribute to Miss Law's Nerve and Achievement.

J. C. Mars better known as "Bud" Mars, who made a trip around the world in 1911 giving flying exhibitions, used at that time a machine of the same type in which Ruth Law made her record-breaking flight.

"Only persons who have used that type of machine and know the exposure problem can appreciate what Miss Law has done," he said last night. "She is a most wonderful girl. An up-to-the-minute man aviator would say that her equipment was little more than junk. She knew it wasn't what she should have had, but when she couldn't get better, she had pluck enough to go ahead with what she had.

"You will recall the flight of Bleriot across the English Channel in 1909. He had better equipment than Miss Law had for her flight. Eugene Ely started in 1910 to make the same flight she did; he had the same sort of machine, and got twelve miles out of Chicago; James Ward started out against 'Cal' Rogers to fly across the country in 1911. After two weeks Ward got to Buffalo and gave it up. Both he and Ely said they couldn't stand the exposure of the unprotected seat. Miss Law did stand just what they didn't.

"She will surely make the Chicago-New York non-stop flight. In fact, if she has the equipment, I don't believe there is anything in the way of flying she wouldn't attempt."

### MISS LAW RISKED HER LIFE.

#### Carlstrom Says He Never Dreamed a Woman Could Make the Flight.

Characterizing Miss Law's record-breaking flight as the best individual performance by an American aviator, Victor Carlstrom placed himself on record yesterday as one of her most ardent admirers. His opinion carries much weight in aviation circles, particularly when it is remembered that it was his cross-country record that Miss Law broke.

"Any aviator would be proud to have made the flight she did," he said yesterday, after hearing that she had landed at Governors Island, "and most of them would be willing to quit the cross-country game and retire on their reputations after doing it."

"I know what it means to face the biting wind hour after hour in such a flight. I know that it takes great endurance, strength, and nerve, and perhaps the most wonderful thing about Miss Law's record is that she had the physical ability to make it. I knew she'd stick to it as long as she was able, but I never dreamed that such a slight, little woman would stand the strain of flying half the distance she made.

"Another extraordinary thing is that the old model aeroplane she flew stood up like it did for the entire distance. Flying such a machine is very wearying. Never for a moment could she rest and relax. Every minute she was in the air she had to have her hands on the controls. This alone shows that even inferior equipment driven by an experienced aviator with unlimited nerve will make a brilliant showing.

"Of course, Miss Law took some chances. When she left Hornell she risked her life by skimming the tops of the trees on the hill over which she flew. Few pilots would have taken such a chance, which meant death or serious injury if the machine was wrecked. However, taking chances is second nature in the Law family, as Miss Law's brother, Rodman, has so often shown. "Her flight is the best performance to date in American aviation, and mighty few European fliers have bettered it. Miss Law has shown us all the way and set a new mark, at which I for one will be glad to shoot."