

“Women of the Golden Age: Their Airplanes, and Their Spirits, Still Live!”

By
G.W. Hyatt, EAA 522645

I own Pandora’s box. It is a copy of the vintage transient log from the Davis-Monthan Field, Tucson, AZ. Each time I open its 218 pages I am swarmed by 3,691 pilots and their airplanes, thousands of destinations, dates, passengers and events, all written meticulously, by hand, between February 6, 1925 and November 26, 1936.

The citations offer a clear window into aviation in the American southwest during the Golden Age. Half the log entries are by sport pilots. The other half is military pilots and their aircraft, with a smattering of early commercial transport activity.

Remarkably, among the signatures are 40 female pilots. At the time, they represented conservatively 10% of all certificated female pilots in the United States—a robust visitation record by an intrepid group of women to a small Arizona airfield. Even more remarkable, nine of their aircraft still are registered with the FAA. Who the pilots were, where their airplanes live today, and how they fared since those dusty Tucson days, is our subject.

THE WOMEN AND THEIR AIRPLANES

Think of it! Where else can one find in a single place signatures that illuminate the comings and goings of 10% of female Golden Age pilots? Not to mention being able to directly, *today*, connect them with 25% of their airplanes. The table lists the airplanes, identifies their pilots, and chronicles their visits.

Registration	Make	Model	Year Mfg	Pilot	Visit Date
NR8917	MONOCOUE	113	1929	Phoebe Omlie*	Thursday August 15, 1929
NC4419	TRAVEL AIR	4000	1928	Florence “Pancho” Barnes	Friday October 10, 1930
NC543K	Great Lakes	2T-1A	1929	Rachel Donnell	Sunday May 31, 1931
NC252N	Inland	W500	1929	Martie Bowman	Monday August 24, 1931
NC592H	REARWIN	2000-C	1930	Jean LaRene*	Monday August 24, 1931
NC684K	TRAVEL AIR	E-4000	1929	Mary Charles	Saturday September 12, 1931
NC8192	TRAVEL AIR	4000	1929	Mildred Morgan	Saturday September 19, 1931
NC12449	Waco	UBA	1932	Martie Bowman	Thursday April 21, 1932
NC14415	BEECH	B17L	1935	Nancy Harkness Love	Friday January 25, 1936

*Charter member of The Ninety-Nines. Aircraft in **CAPS** and their pilots are discussed below.

Five of their visits were associated with the 1929 and 1931 National Air Races: Omlie, Bowman (1931), LaRene, Charles and Morgan were competing. Pancho Barnes and Bowman (1932) were flying on business. Nancy Harkness was flying for Love: she was on her honeymoon with her new husband, Robert Love!

THEN AND NOW

This article is what happens when we cross-reference documented facts from a natural product of the Golden Age (the transient log) with physical clues preserved by a few dedicated historians and crafters. It is a path of discovery born of faded signatures, reared on yellowed archives, and matured by physical contact with artifacts of aviation remembered by only very few contemporary sport pilots. Although I was unable to visit three, to prepare this article, I visited five of the airplanes and acquired contemporary photos of another. Consider those six, and their pilots, in the order they visited the Field.

Monocoupe NR8917: Phoebe Omlie

Who can resist “Miss Moline”? It landed at the Davis-Monthan Field on a hot Thursday, August 15, 1929, flown solo by Phoebe Fairgrave Omlie (1902-1975). She signed the transient log at 11:00AM and departed the same day at 1:30 PM for Santa Monica to begin the 1929 Powder Puff Derby to Cleveland, OH.

INSERT FIGURE 1

Her beautiful airplane is a Monocoupe Model 113 Special, with a 110 HP Warner engine. Given “Group 2 Approval” on September 6, 1929 (it did not have an “Approved Type Certificate”), this fact was used by one male critic in an attempt to cancel the women’s race. Before arrival at the Field, NR8917 had logged about 50 hours.

Phoebe wove her own zodiac throughout her flying career. She was 26 years old when she participated in the women’s division of the 1929 National Air Races. She was an aggressive and successful air racer, the first female aviation mechanic (her certificate, #422, is dated July 31, 1933), and a charter member of The Ninety-Nines. She landed at the Davis-Monthan Field 4 times flying Monocoupes. Besides NR8917, she landed with NC5877 and NC518W (twice). She flew 518W to victory in the 1931 Derby.

INSERT FIGURE 2

Today NR8917 rests near Cheney, KS, hangared among sepia wheat fields, a long way from its birthplace in Moline. The fuselage had a tree growing through it when Ed and Leo Saurenman salvaged it in 1987 from a hedgerow on the Kansas-Oklahoma border. They rebuilt the fuselage. Then a storm in 1996 blew their hangar down and bent longerons. “Miss Moline” exists today as a fuselage and tail feathers, without wings, awaiting restoration at the Saurenman’s facility outside Wichita. They plan to rebuild her to flyable condition “soon”.

Travel Air NC4419: Florence “Pancho” Barnes

NC4419 is a Travel Air 4000 with appealing history. It is S/N 379, manufactured in February 1928, and purchased in March from the factory by Howard Hawks, a Hollywood stunt pilot. It came with a 220 HP Wright J-5-C, S/N 8286. Hawks registered it as NX4419, flew it 156 hours for movie work, and sold it in October to H.W. Lippiatt, a dealer. Pancho bought it from Lippiatt on November 24, 1928. She paid \$2,500, plus her old Travel Air.

INSERT FIGURE 3

She bought it initially for, “photography and motion picture work”. However, in 1929 she registered it as NR4419 and flew in the Powder Puff Derby. She did not finish due to a collision with an automobile on the runway in Pecos, TX on August 22. Reviewing Pancho’s pilot log (copy made available by the current airplane owner), she notes for that historic race simply, “8/18, 19, 21, 22/29; 8hr 30; Biplane; Women’s Air Derby ‘29”.

On July 3, 1930, she registered her airplane as NC4419 after the factory made, “...changes in fittings to correspond with approved type”. She flew it to Tucson and signed the log on Wednesday October 15, 1930 at 12:45 PM. She was age 29. Her passenger this day was Bert White, a well-known stunt parachutist. They were westbound to Los Angeles after a harrowing journey, which began as follows.

According to Pancho’s biography, the Irvin Airchute Company hired her to fly White from Los Angeles to Rock Hill, SC (his home town) to perform at a park dedication. Their eastbound trip to Rock Hill was fraught with bad weather. They departed Glendale on October 3 “after dark” according to her pilot log. They flew to Phoenix and on October 4 “dodged storms” enroute to Sweetwater, TX. They remained grounded until the seventh, and then flew to Monroe, LA. Between Monroe and Montgomery, AL, they were “forced down” twice and turned back once. They finally made it to Rock Hill on October 11, abbreviated their performances (Pancho logged 40 minutes of “passenger” time at Rock Hill), and departed westward the next day.

Their return trip was no better, noting another landing for weather near Dallas. At Tucson on the fifteenth, it must have been welcome relief to be a day’s flight from home. According to her log, they made El Paso to Tucson to Glendale after flying 8 hours and 15 minutes.

Pancho was the third owner and flew NC4419 about three years. She flew it 359 hours, over half of her 618 total hours before her last use on March 8, 1931 for a 30-minute hop from Glendale to Mines Field. Pacific Airmotive Corp. confiscated NC4419 in 1933 to satisfy a \$1,649.38 material and labor lien for repairs that Pancho defaulted.

Later, Pancho’s Travel Air changed hands 23 times. In 1934 the NR mark was reassigned to the fifth owner, and registration records note, “Oil tank installed in front cockpit and lines running therefrom [sic] to exhaust pipe”. Two owners during the 1930s used it for skywriting.

INSERT FIGURE 4

It changed hands nine times during WWII. It lived with several owners in the west and southwest until 1963, and then moved to Georgia. Today, Ohioan Mark Pinsky,

an air transport pilot, owns NC4419. It is being restored by David Harwell and the staff of Barnstormer's Workshop (*bsworkshop@aol.com*) in Williamson, GA.

Throughout her life, Pancho flew the curves of her airborne universe without deflection. She raced airplanes and set records, married and divorced several husbands, founded and operated several businesses, and spent and partied her way through a couple of fortunes. In the 1940's, she ran the "Happy Bottom Riding Club", a post-war watering hole for Muroc test pilots, now part of aviation lore. Born into wealth July 29, 1901, leader of the good life, Pancho died in March 1975 amidst tragic poverty.

Rearwin (Ken Royce) NC592H: Jean LaRene

She came to Tucson twice, did Jean LaRene. She probably liked the smell of dust and oil and leather as her engine ticked to a stop. She landed August 24, 1931 and August 22, 1932, both Mondays. On each occasion, she was flying 592H to Cleveland as a participant in the National Air Races.

INSERT FIGURE 5

In 1931, she did not place in the cross-country event, but flew the Rearwin to fourth place in the 30-mile pylon race in Cleveland. In the 1932 race, she was forced down in wilderness north of Abilene, TX. Neither she nor the airplane suffered damage, but repairs and other incidents forced her to fly to Dallas, get in her car and drive to Cleveland.

Her airplane is a cream, orange and black Rearwin Ken-Royce, manufactured in February 1930 in Salina, KS. It is a model 2000-C, with a 185 HP Curtiss Challenger engine. Only three were made, costing \$6,500 new. Jean did not own the airplane during the time she raced it. Rather, Long & Harman, Inc. Airlines, an early air transport company at Love Field, purchased it in 1931 from the factory. She contracted to fly it.

Roger Freeman, who now owns Jean's airplane, also holds with great care and dignity her files and memorabilia of a life in aviation. As I reviewed her effects and diaries, a complex personality with attitudes, needs and conflicts emerged. Born Florence Lorene Donohue on December 31, 1901, she married early and had two sons and a daughter by 1925. She divorced, and the children were cared for in a foster home, causing her much discomfort. It is not clear when or why she changed her name to Jean LaRene, but it happened during the late 1920s.

INSERT FIGURE 6

Jean learned to fly at Chicago Municipal Airport in 1928 (news accounts cited her as the only "girl" to make her first solo from that field). She held the seventh transport pilot certificate issued to a woman. The following year she became a charter member of The Ninety-Nines. Between 1928 and 1936, she flew races, hopped passengers and flew endurance events.

She mingled with many famous female pilots of her day, noting in her address book Amelia Earhart, Ruth Stewart, Gladys O'Donnell and Clema Granger. When in Chicago, she bunked and partied with Phoebe Omlie. From 1931 to 1934, she was governor of the South Central Section of The Ninety-Nines. She gave a number of radio speeches on the topic of women taking their rightful places in aviation. One speech was drafted on the back of an envelope from the Hotel Drake in Carthage, MO. The envelope, as well as the finished, typewritten script, is among her effects.

INSERT FIGURE 7

She had a number of relationships with men, which terminated by most of the common means; divorce, death and “Dear John” letters. One association, with Lou Foote, endured in her diaries and in her life. She married for the second and last time in 1936 to Mr. Foote, an aviation pioneer in his own right. They operated for many years Lou Foote Flying Service, a pilot training and Taylor (later Piper) Cub distributorship in Dallas, TX. Jean was a pilot for the organization, demonstrating Cubs and transporting passengers 3-4 days a week in a Stinson and a J-5 Travel Air owned by their company.

Her diaries reveal a number of preferences. She noted fondness for Mexican food and “sizzling steak” dinners. She owned dogs and liked horse races and “craps” (some of her gambling pots reached \$100, a good sum back then). Besides flying, she drove automobiles around the United States. In November 1935, she purchased a 1936 Pontiac Cabriolet for \$1,310.35. The *original* bill of sale is among her documents, and well-worn photos show her posed at typical tourist destinations.

As well, her diaries recorded, in terse statements, record flights by sister pilots and Ninety-Nines (for example, Saturday January 12, 1935, “Amelia Earhart flew from Honolulu to San Francisco today.”), and their deaths (Thursday January 5, 1933, “Ruth [Stewart] and Debie [Stanford] killed one year ago today.”) Even so, it is clear she was sentimental. Among her effects are many handmade Easter and Valentine cards from her children, and letters from them on faded foolscap. She died too young of a heart attack May 28, 1960 in Lockhart, TX.

What became of her beloved Rearwin? Her diary of May 27, 1934 states, “Flew Ken Royce for last time today. Going to sell it.” And on June 15, “Mr. H.[Harman] sold my Ken Royce to Bob Albright the other day.” Through the rest of the 1930s, the Rearwin passed through seven owners. Finally, in 1940, Jean and Lou purchased and owned it until 1997. Then, as part of Lou Foote’s estate, it transferred to Roger Freeman.

INSERT FIGURE 8

These days, NC592H makes its home at the Old Kingsbury Aerodrome in Kingsbury, TX owned by Mr. Freeman (vintageav@aol.com). The shops at the Aerodrome are impressive. They are well equipped and supplied with the gear and materials of restoration, including machinery and tooling for making wood and metal

parts from scratch, a number of vintage engines, and many board feet of aged Sitka spruce, which is milled to specification on-site.

The fuselage and tail feathers are restored. The metal tube fuselage and cockpit aprons are original; the wooden stringers are new. It is almost ready for fabric. The wings are “rough”, still showing a major spar splice performed and documented in 1937. Although there is no timeline for completion, we can be sure this airplane *will* fly again.

Travel Air NC684K: Mary Charles

What is the chance of one owner keeping an airplane for almost 50 years? This is one example. Our E-4000 Travel Air was manufactured September 2, 1929, with a 165 HP Wright J-6 installed. The photo shows the airplane at Whittier, CA when it was new. The owner died, and his estate sold the airplane on January 22, 1931 to John Nagel, who passed it to Lane and Jean Tufts, its current owners in September 1978. Between 1929 and 1978, NC684K had one shining moment, and then went dark.

INSERT FIGURE 9

The cosmic osmosis of the 1931 National Air Races drew flyers from around the country between August 29 and September 7. The race is over now, and exhausted pilots with grainy eyelids are returning to base. Homeward bound, Mary Charles landed at the Davis-Monthan Field with NC684K on Saturday, September 12, 1931. She arrived from El Paso on her way west to Santa Monica, where she had departed August 29 to begin the race. Records in the International Ninety-Nines Museum in Oklahoma City state that Mary accrued 110 flying hours as of 1932; she was a novice pilot during the 1931 race. She did not place among the top five in the women’s division, but in Cleveland took third in the dead stick landing contest and won \$40.

Mary remained active in flying at least through 1934 when, during the summer she participated in a 3-plane, first women’s transcontinental formation flight from Union Air Terminal, Los Angeles to Roosevelt Field, NY. Pancho Barnes and Bobbi Trout flew the other planes. Unfortunately, Mary had to turn back with engine problems.

When I spoke with Bobbi Trout, she said that before WWII Mary’s husband sold pipe organs to theaters in the Los Angeles area. He died and left Mary impoverished. She worked for the military during WWII in Fresno, CA. Soon after the war, she became reclusive in Santa Monica, declining to visit even with old friends, like Bobbi, who called on her.

INSERT FIGURE 10

Home today for NC684K, snug and disassembled, is in the loft eaves of Lane and Jean’s barn in Moorpark, CA. It exists as a fuselage, landing gear and right horizontal stabilizer (no wings), in the planning stages for restoration.

Travel Air NC8192: Mildred Morgan

Mildred Morgan was a well-respected pilot and air racer. NC8192 is a Travel Air model 4000, S/N 894, built in 1929. It left the factory dark blue with silver wings. Her husband, Thomas E. Morgan, president of Pickwick Airways, an early west coast air transport operation, owned the airplane. I was unable to find a photograph when it was new.

Mildred learned to fly in Hawaii in 1929, and participated in the 1929-1932 National Air Races making her marks in two. In 1930, flying NC8192, she placed second (Jean LaRene placed third). Her time was 21 hours, 8 minutes and 35 seconds. She won \$2,100 and picked up another \$300 by placing third in the 50-mile race for open cockpit airplanes (with an average speed of 107.24 MPH), and another \$80 in dead stick landing contests. Expenses notwithstanding, that was a great week's pay for those days, especially for a pilot with one year flying experience.

In 1931, the Derby ran from Santa Monica to Cleveland. Mildred placed eighth in that race (with Phoebe Omlie taking first). She also placed fourth in the Women's 25 Mile Race (104.519 MPH). Neither of her places accrued prize money.

At the end of the 1931 Derby, she flew to New Orleans to compete in another cross-country race back to Los Angeles. This race brought Mildred and the two-year-old Travel Air to Tucson on Saturday September 19, 1931 at 10:10 AM. She was racing west from Douglas, AZ to Beverly Hills, enroute from New Orleans. She stayed on the ground for a half-hour and departed to continue competition.

She partied frequently with Pancho in California, was an author of aviation-related articles, and hosted gatherings of The Ninety-Nines in California. In one of her 1932 articles she describes one gathering as, "...a reception for over 100 people, forty-three of whom were licensed women pilots, the largest group of them ever to have congregated in the world at one time or place." This fact verifies the real significance of 40 women flying through and signing the Davis-Monthan Field transient log.

She was intensely interested in the roles of women aviators. The *New York Times* of April 26 and the *Newark Star-Eagle* of May 11, 1931 cite her activities in the Betsy Ross Corps, which evolved into the Women's Air Reserve. She was Secretary of The Ninety-Nines Southwest Chapter in November 1931. She was involved with the Associated Motion Picture Pilots, chartered in 1932, to improve the salaries and working conditions of pilots who performed for the movies.

INSERT FIGURE 11

After Mildred, the history of her Travel Air is utilitarian. It was a crop duster in Lodi, CA from approximately 1937 to 1997, used to spread sulphur on Tokay table grapes. Today, NC8192 lives in New Zealand, owned by Russ Ward, where it gives pleasure rides to tourists.

Beech B17L (Staggerwing) NC14415: Nancy Harkness

Love's arabesque brought Nancy Harkness to Tucson. Indeed, she visited on January 25, 1936 during her 3-week honeymoon, having married Robert Love in Boston on January 11 at age 21.

INSERT FIGURE 12

The airplane, S/N 28, was manufactured on March 30, 1935, with a 225 HP Jacobs L4 turning a wooden, two-blade Hartzell propeller. On March 31, 1935, it sold to Inter City Airlines, Inc. of Boston, MA, operated by Mr. Love. Robert special-ordered it in Diana Cream and Stearman Vermillion Red. The Loves owned it for 28 months, during which their post-nuptial flight took place. After their stewardship, it changed hands eleven times. It spent most of its life in the west before settling with its current owner Ranley Nelson.

Much is written about Nancy Harkness Love. Most significantly, in WWII, she served as executive director on the Ferrying Division staff. In war service, she was the first woman to check out in the P-51. She was the first woman to fly the B-25. All totaled, she was proficient in eighteen types of military aircraft. She was an aviation industry leader for many years, and championed the recognition of WASPs as military veterans. They gained recognition in 1977, shortly after Nancy's death in Florida on October 22, 1976.

INSERT FIGURE 13

Her Staggerwing is under restoration at Ranley Nelson's shop, Airplane Makeovers (<http://members.aol.com/flybabie/FlyHome.htm>), at the Butler Farm Show Airport in Butler, PA. Fuselage and control surfaces are now in fabric, and, given its place among other restoration projects in his shop, Mr. Nelson says it should be flying, "in a couple of years."

THE SOCIOLOGY AND THE LEGACY

The heart and spirit of the Golden Age waltzed through this desert oasis in a brief decade. The 40 women, sport pilots all, landed 57 times between July 10, 1928 and August 22, 1936. Did they have an effect? Was their adventure and persistence with purpose? Certainly, their numbers are affirmative. At the end of 1929, when The Ninety-Nines organized, there were 126 certificated female pilots. In 1939, there were 675, a five-fold increase, despite being on the cusp of great social change, driven by the transition from Prohibition and Flappers, to the Great Depression and the New Deal.

Unlike their airplanes, none of the eight pilots in this article survives, but publications did capture their exploits. The *New York Times* published 1,265 articles on female aviators during that period, which equates to about three articles per week. They *did* get press coverage, and that is just one newspaper. Not surprisingly, writings about women aviators in the popular press of the 1920s and 1930s are foreign by today's standards. "Girl fliers", "aviatrix" and other patronizing, gender-biased phrases and

attitudes are rightly out of place in today's fashion. Some articles connected the pilots to their husbands, or even mechanics, as if anchoring them to a male image might increase their credibility!

Yet, they demonstrated characteristics of most pilots in the Golden Age: independence, intelligence, bravery, and what Harvard University calls "pioneer cussedness". They serviced their ids at a time when doing so was considered freakish by many of their contemporaries, male and female alike. They flew leading-edge aircraft (some before certification), in exciting contests, under stressful conditions. They held positions of responsibility in developing aviation industries. In any era, by any gender, their behavior and experiences are truly the stuff from which ripping yarns are made.

INSERT FIGURE 14

Equally impressive were their eyes. Gazing up at me from photos, brittle clippings and books were their eyes. We have seen those eyes before. We see them on pilots stepping down from cockpits and wing walks onto ramps around the country. We see them on pilots calling "CLEAR!" on sunny days. And we see them looking back at us from mirrors in FBO washrooms after we've run an approach to minimums, and the damp is still on our backs.

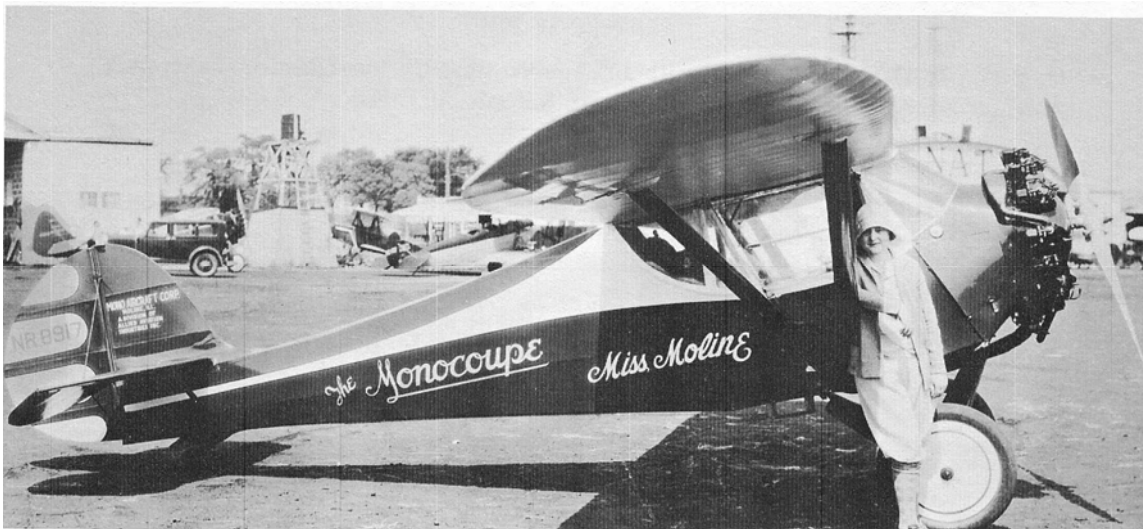
END

G.W. Hyatt is a commercial pilot, A&P, EAA member, and pilot/mechanic for a cherry Mooney M20C in southwest Florida. The copy of the Davis-Monthan Field transient log was purchased in a shop in Alexandria, VA in mid-2000. The author entered its 3,691 records into a computerized database for sorting and analysis. This article explores only one of the interesting pathways the database has mapped. Warm thanks to the staff at the archives of the National Air and Space Museum, Smithsonian Institution, Washington, DC, to the Home Office and Southwest Section of the International Ninety-Nines, the staff of Base Operations, Davis-Monthan Air Force Base, Tucson, and to all the current owners and restorers of the aircraft who hosted me at their offices, homes, hangars and workshops. Thanks to Joel Harris for permission to use his colorized portrait of Jean LaRene and to Jo-Ann Lizio for "Pilot Eyes". I am grateful to Amy LaBoda for her blue pencil. Special thanks to Bobbi Trout for sharing her personal memories of the women in this article. Sadly, Bobbi's wings folded on January 24, 2003 and we lost the last female signer of the Davis-Monthan log. Contact is welcome from others interested in Golden Age flight, which may add insight to the pilots and their aircraft and to the Davis-Monthan Field and its history (website: www.dmairfield.com). This story is for Bobbi, and for Lyn.

Pictures and Captions for
**“Women of the Golden Age:
Their Airplanes, and Their Spirits, Still Live!”**

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FIGURE 1



THEN: NR8917, named “Miss Moline” for the 1929 Derby, with Phoebe resting casually on the wing strut. Photo from Juptner, v. 9, p. 127.

FIGURE 2



NOW: “Miss Moline” before wheat fields in Kansas, June 7, 2002 (the author mirrors Phoebe’s pose). Photo by Leo Saurenman.

FIGURE 3



THEN: Pancho's Travel Air being run up with the original NX registration. This photo was probably taken in mid-1928 when owned by Frank Hawks. Photo courtesy of David Harwell.

FIGURE 4



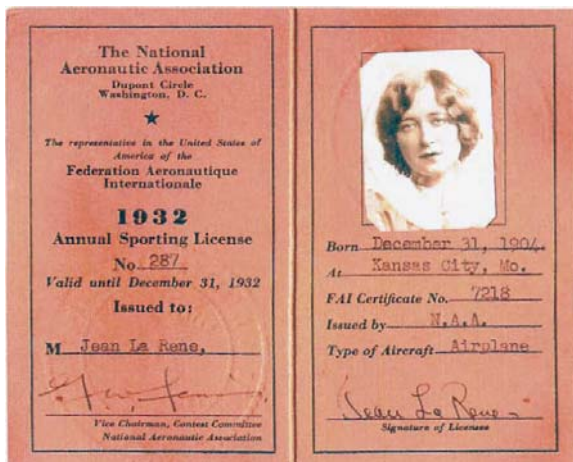
NOW: The top left wing of NC4419 in the hangar at Barnstormer's Workshop, November 15, 2002. Other wing components, as well as fuselage, turtle deck and tail feathers are awaiting restoration. Author photo.

FIGURE 5



Jean LaRene in a colorized portrait by Joel Harris (www.joelharris.com).

FIGURE 6



Jean LaRene's sporting license for 1932, issued by the N.A.A. Her birth date is shown as 1904, but it is actually 1901. This is the license in force when she visited the Davis-Monthan Field the second time. Courtesy of Roger Freeman.

FIGURE 7



THEN: Jean LaRene with NC592H in race configuration.
Note front cockpit cover and wheel pants. Courtesy of Roger Freeman.

FIGURE 8



NOW: NC592H in Kingsbury, TX, June 13, 2002.
Don Dickson (l.), restorer, and Roger Freeman, owner.
Unrestored, the upper right wing hanging on rear wall
still shows spar splice performed in 1937. Author photo.

FIGURE 9



THEN: Travel Air NC684K shown at Whittier, CA with possibly its third owner, Roy C. Patten. Courtesy of Lane Tufts.

FIGURE 10



NOW: Current owner Lane Tufts stands beside the robust fuselage of Mary Charles' Travel Air NC684K in Moorpark, CA, September 22, 2002. Author photo.

FIGURE 11



NOW: Mildred Morgan's NC8192 in New Zealand, fuselage hopper installed for agricultural dusting, and wings squared. Courtesy of Russ Ward.

FIGURE 12



THEN: N14415 photographed on the Orange County Airport (CA) ramp, August 9, 1957 (after the "C" was dropped from the registration). There is a "For Sale" sign in the window. Next to it stands what looks like a 1948 Stinson, and in the background of the uncropped photo is a J-3 Cub. The airplane has a Hamilton Standard prop and cowling, probably installed after WWII. Examination of stripped fabric and maintenance records suggest the airplane is red with white accents in this photo. Note the standard bird motif on the fuselage. Courtesy of the Staggerwing Museum Foundation, Inc., Tullahoma, TN.

FIGURE 13



NOW: Ranley Nelson with N14415 undergoing restoration in Butler, PA, November 23, 2002.
Photo by Jim Opalka.

FIGURE 14



“Pilot Eyes” by Jo-Ann Lizio. Left to right, top: Amelia Earhart, Gladys O’Donnell, Bobbi Trout. Bottom: Jean LaRene, Ruth Elder, Pancho Barnes. All these pilots signed the Davis-Monahan log. See www.flight2003art.com. Courtesy of Jo-Ann Lizio.