MISS QUIMBY FLIES ENGLISH CHANNEL

American the First Woman to Pilot an Aeroplane Across—Alights Near Boulogne.

HAS MADE OTHER RECORDS

The First Woman to Obtain an Aviation Diploma in This Country—Refused to Fly on Sunday.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 16.—Miss Harriet Quimby, the American airwoman, flying under the name of "Miss Craig," flew across the English Channel today, being the first woman pilot to accomplish the feat.

She left the Dover aerodrome on a Blériot monoplane at 5:30 A. M., passing over the town at a good speed and at a great height. She disappeared in the direction of Calais, and thirty minutes later was seen over Cape Gris Nez. She landed safely at Hardelot, further down the coast, near Boulogne, after making two circles over Boulogne.

Miss Quimby stated that she had a splendid trip in spite of the fog. She says she intends to return to England by air.

Miss Quimby, who had not previously flown in this country, was the first woman in America to win a license as an aviation pilot. She also has a French air license. When flying she wears a knickerbocker costume of thick wool, packed with satin. It is made in one piece, including the hood, which by an ingenious device can be converted into a conventional walking skirt.

Miss Quimby's feat is not the first in which this particularly daring young woman has led the way for her sex. She won the first air diploma for a woman in America, made the first flight by a woman in this country, and for a period held the American endurance record.

Once at an aviation meet at Nassau Boulevard Miss Quimby achieved fame of another kind by positively refusing a large financial return if she would consent to go aloft on Sunday. She had established the American endurance record for women the day before and was on the programme to defend her title against Mlle. Dutrieu, who had just arrived from France after sweeping the field of records for women. Miss Quimby announced that she had promised her mother that she would not fly on Sunday, and would not think of doing so. From a hangar she watched her opponent soar aloft until her own record had been broken by many minutes. She said she didn't care, as a record won on Sunday would be to her not worth while.

Until August of last year Miss Quimby had never been heard of in the field of aviation, although she was beginning to make her way as a magazine writer and author of books. One afternoon at Hempstead Plains it was announced that a woman was going to fly for her pilot's license. The aviators at the flying ground did not believe the report. Miss Quimby appeared, however, in flying togs. At 5 o'clock she climbed into her machine for a trial spin, but there was much fog overhead, and she hesitated until 7 o'clock, when she took the air in the presence of a few spectators. She rose to a height of 100 feet, cut a series of figures of eight, and landed almost on the spot from which she had ascended. On a second spin she went to a height of 200 feet, to comply with the regulation as to altitude, and on a third she made an effort to show her control in starting and alighting. She came down at last, a full-fledged airwoman, and there was considerable applause. That was last Aug. 2.

Miss Quimby's next appearance was destined to give her permanent fame. At a Staten Island fair in September she essayed to fly, and, news of her plan having been spread abroad, motion picture men, camera men, kodak men, and special writers appeared upon the scene. Miss Quimby did very well, and thereafter her photographs became familiar.

Early this year she went abroad. It was not supposed by her friends here that she meant to make any flights while in Europe. She was taught to fly by A. J. Houpert in the Moisant monoplane that was used by Matilde Moisant during her period of instruction.

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