



McKeesport Woman Flier Scores in Air Carnival

Three Pittsburgh district women



the course. There were 12 women
the meet.
Mrs. Amelia Earhart Putnam,
ing from New York to Balti-
ore in an autogiro, was forced
own at Willow Grove, Pa., by
engine trouble and was unable
each the field for the meet.
Frank W. Hawks made a quick
light from Wilmington, Del.
aking the trip in 22 minutes.
e paid a brief visit to the field
and then flew away.

Helen Richey

Numerous women from Western Pennsylvania distinguished themselves in service to the U.S. Army Air Corps Women's Air Force Service Pilots (WASP) program during World War II. A pilot log on loan from the Smithsonian Institution's National Air and Space Museum testifies to the work of one of the most prominent of these women.

McKeesport's Helen Richey was famous before she joined the WASPs. A world record holder and the first woman to pilot a commercial airliner in 1935, Helen became the first American woman to serve overseas with the British Air Transport Auxiliary, in 1942. The next year, she returned to the United States to join the WASPs. The Smithsonian's log starts around this point, documenting every flight Helen made between July 7, 1943, and December 18, 1944. The log's entries illustrate the impressive versatility of the WASP pilots.

Helen's record includes at least 14 different kinds of aircraft. For the first nine months, she mainly flew small single-engine planes such as Vultee BT-15 and Cessna Bobcat, trainer planes for both the WASPs and future combat pilots. But by the spring and summer of 1944, Helen was shuttling more advanced trainers and even some fighter planes, such as the Lockheed P-38 Lightning and the Douglas A-24 Banshee, the U.S. Army's version of the Navy's legendary Douglas Dauntless. She shuttled multiple Republic P-47 Thunderbolts from their home factory in Evansville, Indiana, to the New Jersey airfields that trained thousands of fighter pilots before sending them to England. In July 1944, Helen even flew a B-25 bomber from North American Aviation's Kansas City, Kansas, plant to Atlanta, Georgia.

The final entry in the Smithsonian's log speaks to the end of the WASP program. Helen shuttled a Fairchild PT-19 trainer from Newark, New Jersey, to nearby Readington on December 18, 1944, two days before the WASP program officially disbanded, on December 20, 1944. The log was donated to the Smithsonian in 1999. It will be on view as part of the exhibit *We Can Do It! WWII* through early January 2016.

This pilot log documenting Helen Richey's service with the Women's Airforce Service Pilots (WASPs) from July 1943 to December 1944 appears in the exhibit *We Can Do It! WWII*.

Smithsonian Institution, National Air and Space Museum.

- ⁷ *Journal of David McClure* in Russell H. Booth, Jr. ed., *The Tuscarawas Valley in Indian Days, 1750-1797* (Cambridge: Gomber House Press, 1994), 114-115.
- ⁸ *Ibid.*, *Journal of John Parrish*, 154.
- ⁹ *Ibid.*, 305. See also Brantz Meyer, *Tah-gah-jute or, Logan and Cresap: An Historical Essay* (Albany: Joel Munsell, 1867), 111. The author quotes a letter from Anthony Bledsoe to Capt. William Preston, stating "There are two men in my company who say they know one Logan, a mixt breed, in the Showanoe nation."
- ¹⁰ "Declaration of William Robinson," printed in John S. Williams, ed., *The American Pioneer: A Monthly Periodical Devoted to the Objects of the Logan Historical Society* (Cincinnati: John S. Williams, Publisher, 1844), 15-16. Robinson was captured by Logan in July 1774 and adopted into his family "in the place of a warrior of the family who had been killed at Yellow Creek." Logan asked Robinson to write a note for him, "which he meant to carry and leave in some house where he should kill somebody."
- ¹¹ Thwaites and Kellogg, eds., *Dunmore's War*, 238-239. This refers to a raid in early October of 1774 in the vicinity of present day Bristol, Tennessee.
- ¹² *Ibid.*, 138-140.
- ¹³ *Ibid.*, 140-142.
- ¹⁴ *Ibid.*, 209-211.
- ¹⁵ *Ibid.*, 208-210.
- ¹⁶ Excerpt of a letter from Judge Harry Innes to Thomas Jefferson, printed Williams, ed., *The American Pioneer*, 15.
- ¹⁷ "Declaration of William Robinson," printed in Williams, ed., *The American Pioneer*, 15-16. See also Thwaites and Kellogg, eds., *Dunmore's War*, 246-247.
- ¹⁸ *Ibid.*, 306 note.
- ¹⁹ McConnell, *A Country Between*, 275.
- ²⁰ Thwaites and Kellogg, eds., *Dunmore's War*, 305.
- ²¹ "Deposition of John Gibson, April 4, 1800," printed in Williams, ed., *The American Pioneer*, 18.
- ²² In addition to being publicly disseminated in colonial newspapers, Logan's speech was included in Thomas Jefferson's *Notes on Virginia* (1781-82) and reprinted in Williams, ed., *The American Pioneer*, 10.
- ²³ Logan to George Morgan, June 20, 1776, quoted in Gregory Schaaf, *Wampum Belts & Peace Trees: George Morgan, Native Americans and Revolutionary Diplomacy* (Golden: Fulcrum Publishing, 1990), 147. "Big Knife" was a common name applied by Ohio Country Natives to Virginians.
- ²⁴ Thwaites and Kellogg, eds., *Dunmore's War*, 306.
- ²⁵ Donald H. Kent and Merle H. Deardorff, eds., "John Adlum on the Allegheny: Memoirs for the Year 1794, Part II," *The Pennsylvania Magazine of History and Biography*, 84, no. 4. "October 1960": 471-472.
- ²⁶ James Robertson to Col. William Preston, August 11, 1774. Wisconsin Historical Society, MSS 3QQV73.
- ²⁷ Scott Meachum, "'Markes Upon Their Clubhammers': Interpreting Pictography on Eastern War Clubs," in J.C.H. King and Christian F. Feest, eds., *Three Centuries of Woodlands Indian Art: A Collection of Essays* (Altenstadt, Germany: HZK Publishers, 2007), 67-74.

FLIGHT RECORD										FROM	TO	INSTRUMENT										NIGHT FLYING										SING									
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