

# WOMEN'S HISTORY MONTH

## Florence Boswell



Photo courtesy of the International Women's Air and Space Museum, Cleveland, Ohio

In 1935, Florence Boswell made a pragmatic decision that ultimately changed the course of her life. While her two sons were away at Camp Wa-Li-Ro at Put-In-Bay, Florence realized that she needed to get them back to their Cleveland home in time for Sunday dinner. However, the journey was long and daunting, and she knew it would be impossible to make it in time using conventional methods of transportation. So, at age 42, Florence set out to earn her pilot's license.

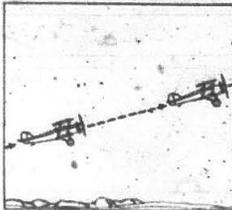
"My instructor told me that I was the last person he expected to see flying," Florence later said of her decision. "But why should that be? If a woman has use for a car, she buys one and learns to drive it. I bought an airplane and learned to fly it, because I had use for it."

It turned out that the use for her airplane went far beyond ferrying her boys to and from camp. As she learned how to fly, Florence discovered that she had a passion for aviation – and a knack for it, as well. She went on to open an air taxi service called Florence H. Boswell's Flying Service, Inc., and became the first woman in Ohio to receive an Instructor's Rating. In her aviation career, Florence had at least eight forced landings, including one in which her plane was struck by lightning and required her to cruise to safety flying blind, using only her instruments to guide her.

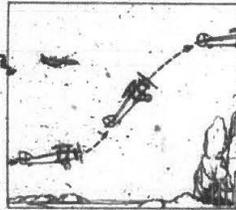
After the Japanese attack on Pearl Harbor on December 7, 1941, Florence sold her Cessna to the government to aid in the airplane shortage. Throughout the war, she worked extensively with the American Women's Voluntary Services and was eventually elected Chairman of the Ohio chapter. She also held officer positions in several aviation clubs, including the Ninety Nines, an international group for women aviators that was created by Amelia Earhart. Florence enjoyed a long and illustrious career in aviation until her death at age 74 on January 29, 1969.

# For Kids!

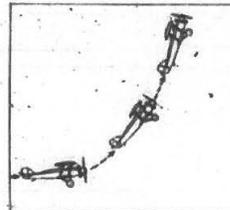
## Airplane Maneuvers



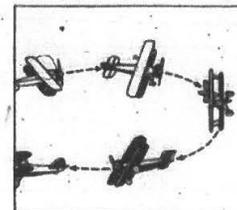
**CLIMB**—To ascend at a normal angle in an airplane, not a steep angle.



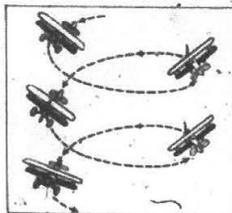
**ZOOM**—To climb at an angle greater than that which can be maintained in steady flight.



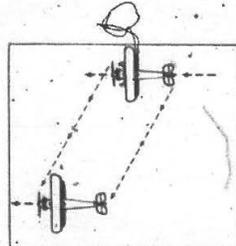
**STALL**—A climb so steep that flying speed is lost, sometimes resulting in a spin.



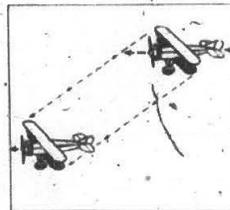
**VERTICAL BANK**—To turn in a circle with the wings in a position vertical to the earth.



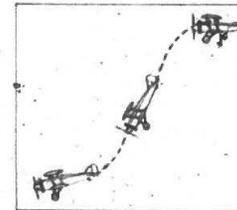
**SPIRAL**—To descend in large circles not unlike the coils of a spring.



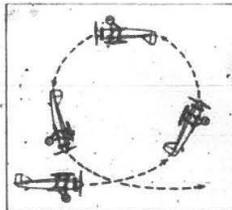
**SIDE SLIP**—A maneuver in a steep banked position. The airplane slips sideways faster than forward.



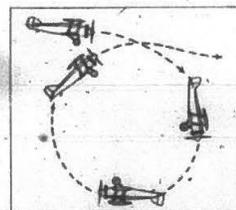
**FORWARD SLIP**—Similar to the side slip with less bank. Sideward and forward speed are about equal.



**DIVE**—To descend steeply with or without power.



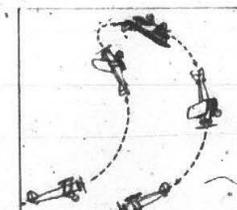
**INSIDE LOOP**—To describe a vertical circle in which the nose comes up and over.



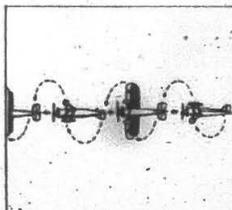
**OUTSIDE LOOP**—To describe a vertical circle, nose down and under.



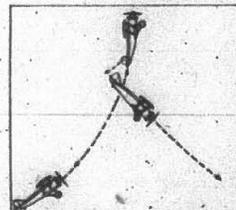
**TAIL SPIN**—Resulting from loss of air speed. The ship spins nose down.



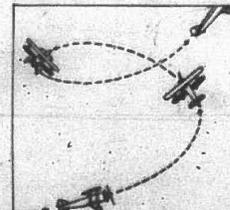
**IMMELMAN TURN**—Starting as a loop, concluded in a turn coming out in opposite direction.



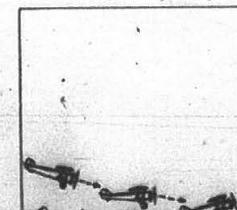
**ROLL**—To make a complete revolution about the fore and aft axis of an airplane.



**WHIP STALL**—Resulting from a stall wherein the nose whips down and under beyond a vertical position.



**CLIMBING TURN**—To ascend at an angle and turn while climbing.



**3 POINT LANDING**—To land an airplane on the wheels and tail skid at the same time.