Baroness Raymonde de la Roche received the first pilot's license awarded to a woman on March 8, 1910.

She entered the 1910 Reims meet as the only female participant and was seriously injured in a crash. After a lengthy recovery, she went on to win the Femina Cup for a nonstop flight of four hours.

In 1919, the Baroness set a women's altitude record of 4,785 meters (15,700 feet). In the summer of 1919, de la Roche, who was also a talented engineer, reported to the airfield at Le Crotoy to copilot a new aircraft in hopes of becoming the first female test pilot. Unfortunately, the aircraft went into a dive on its landing approach and both the Baroness and the pilot were killed. A statue of de la Roche stands at Le Bourget airport in France.

Valentina Vladimirovna Tereshkova (Russian: Валентина Владимировна Терешкова) born 6 March 1937 is a member of the Russian State Duma, engineer, and former cosmonaut. She is the first and youngest woman to have flown in space with a solo mission on the Vostok 6 on 16 June 1963. She orbited the Earth 48 times, spent almost three days in space, and remains the only woman to have been on a solo space mission.

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Mae Carol Jemison (born October 17, 1956) is an American engineer, physician, and former NASA astronaut. She became the first black woman to travel into space when she served as a mission specialist aboard the Space Shuttle Endeavour. Jemison joined NASA's astronaut corps in 1987 and was selected to serve for the STS-47 mission, during which she orbited the Earth for nearly eight days on September 12–20, 1992.

Ellen Ochoa (born May 10, 1958) is an American engineer, former astronaut and former director of the Johnson Space Center. In 1993 Ochoa became the first Hispanic woman to go to space when she served on a nine-day mission aboard the Space Shuttle Discovery.
**Bessie Coleman** (January 26, 1892 – April 30, 1926) was an early American civil aviator. She was the first African-American woman and first Native-American to hold a pilot license. She earned her pilot license from the Fédération Aéronautique Internationale on June 15, 1921, and was the first black person to earn an international pilot's license.

Coleman broke through the headwinds of racial and gender prejudices as a barnstorming pilot at air shows in the 1920s. She toured the country as a barnstormer, performing aerobatics at air shows.

Her flying career, however, proved to be short-lived. She died in a plane crash in 1926.

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**Harriet Quimby** (May 11, 1875 – July 1, 1912) remains one of the most popular pioneer female aviators. Stylish in her purple satin flying suit, Quimby was the first American woman to earn a pilot's license and the first woman to fly solo across the English Channel.

She attended the 1910 Belmont Park Aviation Meet and was so inspired by John Moisant's performance she asked him to teach her to fly. On August 1, 1911, Quimby received her Federation Aeronautique Internationale certificate and immediately joined the Moisant International Aviators, an exhibition team.

She flew from Dover, England, to Hardelot, France (about 40 kilometers (25 miles) south of Calais) on April 16, 1912. She became an instant sensation and returned triumphantly to the U.S.

On July 1, 1912 at the Harvard-Boston Aviation Meet, Quimby was flying in the Bleriot with William Willard. Suddenly the aircraft pitched forward and Willard was thrown from his seat; the aircraft then flipped over, tossing Harriet out too. Both Quimby and Willard fell to their deaths in Dorchester Harbor. Ironically the aircraft glided to a landing with little damage.

*(information compiled by D. Cochrane and P. Ramirez)*

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*The air is the only place free from prejudices. I knew we had no aviators, neither men nor women, and I knew the Race needed to be represented along this most important line, so I thought it my duty to risk my life to learn aviation…*

— Bessie Coleman
Florence Lowe "Pancho" Barnes (July 22, 1901 – March 30, 1975) was a pioneer aviator and a founder of the first movie stunt pilots' union. In 1930, she broke Amelia Earhart's air speed record.

Barnes raced in the Women's Air Derby and was a member of the Ninety-Nines. In later years, she was known as the owner of the Happy Bottom Riding Club, a bar and restaurant in the Mojave Desert, Southern California, catering to the legendary test pilots and aviators who worked nearby.

Mary Riddle, also known as Kus-de-cha or Kingfisher (April 22, 1902 – October 25, 1981) won widespread acclaim as the second Native American women to earn an airplane pilot’s license. A lifelong resident of the Pacific Northwest, Riddle was a member of both the Quinault Indian Nation in Washington and the Clatsop Tribe in Oregon.

Kus-de-cha means “Kingfisher” in the Quinault language. Riddle indicated in at least one newspaper interview that being named for a bird was indeed appropriate because of her strong interest in aviation.

By 1937, Riddle had expanded her airborne skills to also include parachuting. She used this new skill to memorable effect during a national tour to promote aviation. As a key part of the tour, Riddle made a series of well-publicized parachute jumps from the tri-motored Boeing plane “Voice of Washington.” These performances only further strengthened her public appeal.

The Ninety-Nines: International Organization of Women Pilots, also known as The 99s, is an international organization that provides networking, mentoring, and flight scholarship opportunities to recreational and professional female pilots. As of 2018, there are 155 Ninety-Nines chapters across the globe.

The organization was founded on November 2, 1929 by 26 licensed women pilots for the mutual support and advancement of women pilots. Amelia Earhart had called for a meeting of female pilots in 1929 following the Women's Air Derby. All 117 women pilots licensed at the time were invited, and the group is named for the 99 of them who attended the meeting or expressed an interest in forming a group.

Hazel Ying Lee (Chinese: 李月英; pinyin: Lǐ Yuèyīng; August 24, 1912 – November 25, 1944) was an American pilot who flew for the Women Airforce Service Pilots (WASP) during World War II.

In 1932, Lee took her first airplane ride with a friend at an air show and was determined to learn to fly. She joined the Chinese Flying Club of Portland and took flying lessons with famed aviator Al Greenwood. In October 1932, Lee became one of the first Chinese-American women to earn a pilot's license.

In November 1944 Lee received orders to go to the Bell Aircraft factory at Niagara Falls, New York, where she was to fly a P-63 Kingcobra aircraft to Great Falls, Montana.

During the war Lee and the other Pursuit pilots delivered over 5,000 fighters to Great Falls, which was a link in supplying Soviet allies fighting the Nazi forces with planes under the Lend-Lease program. There was confusion on the part of the control tower, resulting in Lee's plane and another P-63 colliding. Two days later, on November 25, 1944, Lee died from the severe burns she received in the accident.

Although the majority of WASPs pilots were white, they were not exclusively so. Two Chinese Americans, Hazel Ying Lee and Maggie Gee, two women of Hispanic descent, Verneda Rodriguez and Frances Dias, and one known Native American (Oglala Sioux) woman, Ola Mildred Rexroat completed the training.

While the total number of black women applicants for WASP training is unknown, several African American pilots made it to the final interview stage, where they were all rejected.

Mildred Hemmans Carter, an African American applicant, was asked to withdraw her application because of her race. Another African American applicant, Janet Harmon Bragg, was told by in her interview that "it was difficult enough fighting prejudice aimed at females without additionally battling race discrimination."