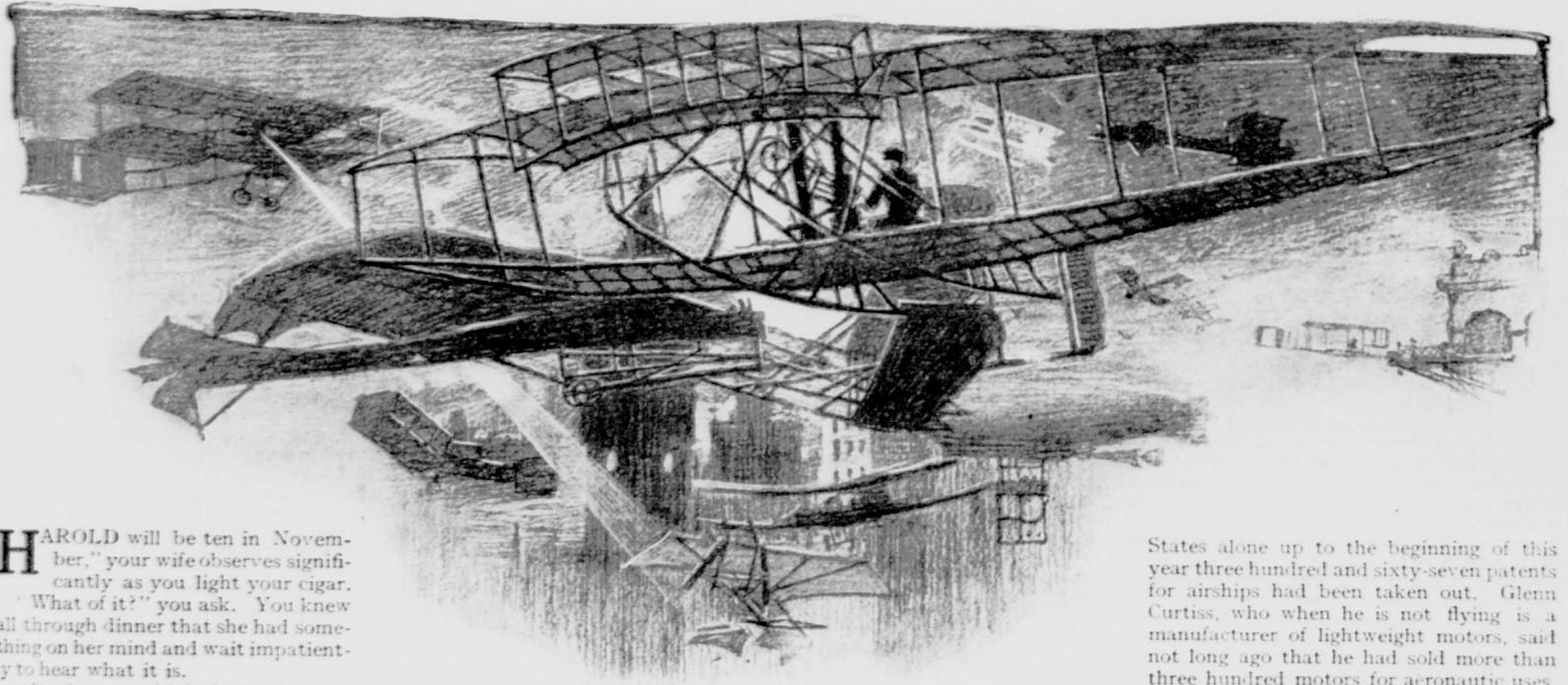


# WHEN WE ALL FLY

BY WILLIAM JOHNSTON



**H**AROLD will be ten in November," your wife observes significantly as you light your cigar. "What of it?" you ask. You knew all through dinner that she had something on her mind and wait impatiently to hear what it is.

"Don't you think it is time he started to flying school?"

"Humph!" you sniff indignantly.

"Why can't he learn by himself, as I did? I never went to any flying school."

"But just think," says your wife sweetly, "what trouble you had in learning to handle your first monoplane. You broke your arm twice and you had all kinds of difficulties because you did not know how to handle your engine. Besides, dear, all the boys in Harold's set are already taking lessons and most of them have safety biplanes of their own."

## Not a Far Look Ahead

**L**OOKING pretty far ahead, is it? Don't be so sure about that. Louis Bleriot, who flew across the British Channel in his monoplane, says, "Fifty years from now aeroplanes will be as common as automobiles are to-day. These aeroplanes will travel one hundred miles an hour, carrying passengers such distances as from Paris to Berlin."

Perhaps, though, you think that Bleriot is an over-enthusiastic dreamer carried away by the glory of the first cross-Channel flight. Listen then to what Alexander Graham Bell says. You may have more respect for his opinion, considering his lifelong reputation as a conservative scientist, and considering, too, that thirty-five years ago he invented the telephone that you use twenty times a day. Dr. Bell says, "All of the impossible has now been passed in aerial navigation. Actually the flying machine is here. The aerial motorcar will be in as general use as the ordinary automobile is at present."

Thomas A. Edison, too, asserts that in ten years airships traveling at one hundred miles an hour will be carrying the mails.

If you do not believe these predictions, everybody at once will know just who you are. You are the man who twenty years ago said it was utterly impossible for a person in Chicago to talk with a person in New York over the telephone. You are the man who fifteen years ago said that the horseless carriage was nothing but an impractical toy and refused to believe that farmers would ever be going to market in automobiles. You are the man who only ten years ago scoffed at the possibility of wireless telegraphy ever conveying messages across the ocean.

If you believe in the telephone and the automobile and the wireless telegraph, you just have to believe that it will not be so very many years before your Harold and all the rest of the youngsters are going to flying school. Think what has already been accomplished in the brief time that has elapsed since the notable feat of the Wright brothers on December 17, 1903, thus described in the language of themselves:

"It was the first time in the history of the world that a machine carrying a man had risen in the air in free flight, had described a circle on the same horizontal level without reduction of speed, and finally had alighted without mishap."

That first flight lasted only twelve seconds; but it was the beginning of the marvelous Air Age that is

going to make worldwide changes in our civilization. That day is a date to remember. The first primer lesson in the flying schools our sons will attend will be, "Man first flew December 17, 1903."

With the Age of Air hardly more than five years old, some wonderful feats have already been accomplished.

Wilbur Wright, on September 21, 1908, at Le Mans, France, flew sixty-one miles, remaining in the air more than an hour and a half. Two weeks later he took up a passenger and stayed up more than an hour.

Glenn H. Curtiss, at Mineola, New York, flew for nearly an hour on July 17, 1909, making a speed at times of more than a mile a minute with his biplane.

Louis Bleriot, on July 24, 1909, flew from Calais to Dover across the British Channel, a distance of twenty-one miles, in twenty-three minutes, making such rapid time that the fastest type of steam vessel could not keep him in sight.

Orville Wright, at Fort Myer, Virginia, on July 27, 1909, with Lieutenant Frank P. Lahm as a passenger, flew forty-eight miles in one hour and a quarter. Three days later he accomplished a flight such—in the language of a leading scientific publication—as had never been accomplished before by any aviator. This was the ten-mile speed test across rough, wooded, and broken country to Alexandria, Virginia, and back. The flight was made with a strong westerly wind blowing across the course. The wind carried the machine out of the direct line Mr. Wright naturally tried to follow; but he made the ten miles at a rate of forty-two and one quarter miles an hour.

Roger Sommer, at Maur-le-Meraud, on August 7, 1909, in a Voison aeroplane, remained in the air for two hours twenty-seven minutes and fifteen seconds.

Add to these records the wonderful aerial exploits of Latham, of Tissandier, of Paulham, and of scores of other pioneers with heavier than air machines, and you can understand why Sir Hiram Maxim, when asked, "How soon will aeroplanes be used in warfare?" tersely and forcefully replied, "In the next war."

Just wait until the eighty people who have ordered Wright aeroplanes have their machines delivered, and stories of flying exploits will be coming from all parts of the world!

## No Limit to the Varieties

**A**ND the Wright model is by no means the only machine that can fly. There are already monoplanes and biplanes and triplanes and helicopters that have risen from the earth. There is scarcely a town of ten thousand inhabitants in the United States where some inventive American is not working on an airship that he, at least, is sure will be better than all the others. In most of the universities are intelligent groups of young men studying aerial navigation from scientific viewpoints. In the United

States alone up to the beginning of this year three hundred and sixty-seven patents for airships had been taken out. Glenn Curtiss, who when he is not flying is a manufacturer of lightweight motors, said not long ago that he had sold more than three hundred motors for aeronautic uses.

It really does begin to look as if we all shall soon be flying, doesn't it? France has got a little ahead of us in the aeroplane business; but we are fast catching up.

In the use of dirigible balloons for flying Germany has been showing the United States what can be done. Hardly a week passes that Count Zeppelin does not fly a few hundred miles over some part of Germany, carrying from ten to twenty passengers in his huge ship. The Gross H., another German dirigible, every once in awhile makes a voyage of ten or twelve hours with eight or ten passengers.

Over in Paris, Clement has been amusing himself for two summers taking a party of guests for a forty- or fifty-mile spin through the clouds in his great Clement-Bayard air yacht. Here in the United States, Captain Thomas Scott Baldwin has been making all kinds of sensational flights. Hardly a pleasure park anywhere in the country but has had some aeronaut and his dirigible making daily ascensions as one of the star attractions.

Right now there are at least half a hundred persons in the United States who have actually flown.

## Sir Hiram Maxim's Statement

**C**ERTAINLY the facts justify Sir Hiram Maxim in saying, "The time has now arrived, having regard to the advanced state of the art of building motors, when it will be quite a simple and safe affair to erect works and turn out successful flying machines at less cost than motorears. In fact, there is nothing that stands in the way of our success to-day. From a purely military viewpoint the value of the successful flying machine cannot be overestimated. The flying machine has come and come to stay, and whether we like it or not it is a problem that must be taken into serious consideration. If we are laggards, we shall be left behind, with a strong possibility that before many years have passed over our heads we shall have to change the coloring of our school maps."

The Governments of the world evidently take the same view as Sir Hiram; for in all countries—England, France, Germany, Italy, Russia, Japan, Australia, and the United States—appropriations for the purchase of both dirigibles and aeroplanes are being made and soldiers are being trained to fly. With vast Government funds available for experimentation, the perfection of aircraft is speedily assured; but it is more than likely that not in warfare but in the arts of peace will the influence of aerial navigation be noticed most. The Air Age just begun will bring remarkable changes in many things,—world laws, world customs, habits, language, architecture, recreation.

Already there is an aerial literature. In the United States there are now three monthly publications devoted solely to aeronautics; in England there are a half-dozen, and in France and Germany as many more. The English vocabulary has been enriched by such words as "hangar," the shed in which a balloon or airship is stored; "helicopter," a machine that rises vertically by horizontally revolving