

World's Records Being Broken at Los Angeles' Aviation Meet

AVIATOR INJURED; FLIES IN DELIRIUM

LOCAL MONOPLANE BUILDER HIT BY PROPELLER

TAKEN TO LOS ANGELES HOME IN FAST AUTOMOBILE

During Ride Becomes Hysterical and Believes He Is Soaring in Machine Already Broken

The emergency hospital had its first real case, resultant from aviation week, yesterday afternoon, when Edgar S. Smith was struck on the head by the propeller blade of his airplane. Smith, who had built a monoplane of the Langley type, was testing the machine and attempted to make a slight adjustment with the engine in motion.

He reached for the engine and, in doing so, was struck by the propeller and knocked nearly fifteen feet. When picked up by his mechanic it was thought that Smith was dead, but he quickly regained consciousness and at the emergency hospital it was stated that his injuries consisted of a five-inch laceration on the back of the head and both arms badly bruised.

At first it was thought that Smith had received a blow that caused concussion of the brain. His aged mother was on the ground at the time awaiting Smith's trial event, and was among the first to see the injured man.

After being treated at the emergency hospital Smith was started for his home in the emergency ambulance. The ambulance had trouble in getting to the main highway and the injured man was taken to his home in Los Angeles in an American Simplex car owned by the Bekins-Corey company and driven by Mr. Williams.

During the ride Smith became hysterical and imagined that he was in his airplane. Despite his injured head and bandaged arms, he climbed in the tonneau of the auto, and repeatedly asked what height and distance he was making, believing that he was driving his monoplane.

His aged mother, who accompanied him, was the only person able to calm him. In his delirious condition he went through all the maneuvers of an aviator. He was taken to his home, 216 West Sixteenth street, and although painfully bruised, his condition is not regarded as serious. He was heartbroken at his accident, as he expected to make a record flight in the machine, which he had built personally.

WORLD'S RECORDS MADE BY CURTISS

(Continued from Page Three)

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After several futile attempts to fly Miscalot finally got off the ground at the northeast corner of the field. He reached a height of 90 feet at one time, but when he passed the stand he was not more than three feet off the ground.

The high wind operated seriously against the monoplane. After Miscalot had circled the course he gave up in disgust.

Just before Paulhan went up in his monoplane Lincoln Beachy and Roy Knabenshue appeared on the field in their twin dirigibles. Beachy got away first, and after being in the air a few minutes was forced to come to the ground because his engine was not working properly. The high wind made it almost impossible to keep the dirigibles in their course.

Knabenshue is Successful

Knabenshue, however, mastered the air currents. He rose 300 feet into the air and sailed around a captive balloon in the center of the field to the delight of the spectators. Knabenshue came to the ground, anchoring his dirigible in the field.

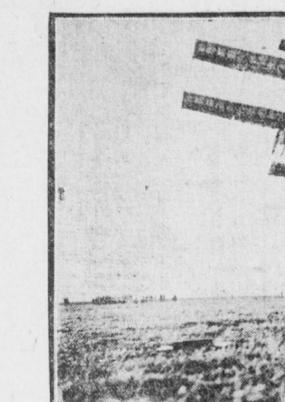
Paulhan made his second biplane flight of five miles in 10:09. In this flight he went far north of the Dominguez road, disappearing behind a clump of trees for a minute or more. He finally soared far to the west and south and came directly over the grandstand to earth in the center of the field.

While carrying M. Masson as a passenger Paulhan circled the course, cutting off a portion of the prescribed distance, however. This flight was not spectacular except through the fact that Masson and Paulhan were aboard the Farman biplane.

Curtiss made two flights carrying passengers. Jerome S. Fanchull was the first passenger, and Clifford B. Harmon the second. The first passenger flight was a mile, and the second three-quarters of a mile.

Miscalot made a two-mile flight in a Blériot monoplane in five minutes and six seconds. He went up at 4:50 p. m. It was while Miscalot was up that four biplanes were carrying passengers; two dirigibles and a balloon were in the air over the field. The monoplane had not worked perfectly since reaching Los Angeles, but Edward Cleary stated last night that they would demonstrate efficiency today or they would be sent to the scrap heap.

The Blériot monoplane resembles a butterfly. The aviator sits in a cockpit and controls his machine by the use of a back rudder. The engine is the famous Gnome motor type with propeller blades attached to the shaft.



Above at the left is Paulhan in flight. Knabenshue's dirigible is seen at the side of the field.

At the right is Masson in a Blériot monoplane.

Below are two views of the Blériot machine.

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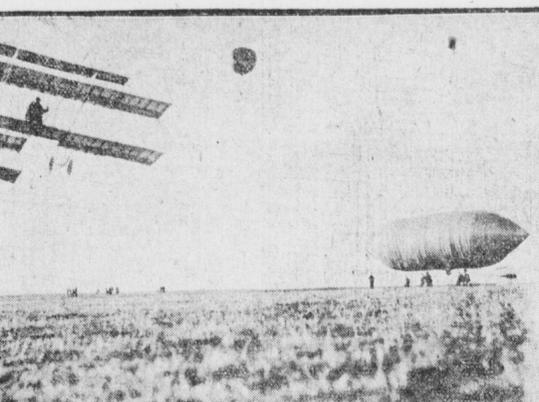
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AUTOS WILL HAVE BETTER HIGHWAYS

WILL REMEDY ROAD TROUBLE AT AVIATION FIELD

AUTO CLUB AND COMMITTEE DO WORK GRATIS

New Driveway into Grounds at Dominguez Has Been Made and Will Be Ready for Use Today

The 20,000 persons who visited Dominguez park yesterday to witness the aerial flights were given a demonstration of the fact that, despite the genius of man, Nature has to be given first consideration. Of the thousands of automobiles which wended their way to the aviation camp, nearly two-thirds were stalled in the marshy road on the way from the main entrance to the grandstand.

The rain of Monday night made traveling worse than on the opening day, the wheels of the big autos sticking deep in the mire and baffling all attempts to start them. It was a peculiar condition that the early goers witnessed yesterday. Some of the various airships were making trial flights while the autos were stuck in the mud. Teams of horses were employed to raise the autos to a place where they could get a footing. It was a real triumph of the horse.

Tons of straw were used on the driveway, making a comfortable walk for pedestrians, but not stable enough for the heavily laden autos.

Last night officials of the Automobile Club of Southern California announced that today five teams of horses would be in service to assist autos that could not negotiate the distance to the grandstand. This work will be done gratis at the expense of the aviation committee and the automobile club.

The wire fence enclosing the grounds has been changed in order to afford a new driveway for the autos. The heavy wagons, carrying the airships to their camps, had rendered the driveway unsafe for autos, and, by moving the fence, a new right of way will be established.

A large force of workmen was busy last night making the necessary repairs in the roadway, and it is thought that autos will have no trouble today in reaching their parking places.

Along the Midway the fakers profited by the delay of the autos, and many of them agreed last night that the old saying, "It's an ill wind that blows nobody good," is true.

LONG BEACH BAND COMING

LONG BEACH, Jan. 11.—The Long Beach municipal band will go to Aviation park tomorrow and Saturday afternoons, playing a concert each day. The Long Beach schools will be dismissed Friday afternoon and thousands of school children will witness the events in the air.

FOUR BALLOONS WILL SOAR TODAY

BIG CRAFT WILL ASCEND AT SAME HOUR

Newspaper Men to Be Given an Opportunity to Make Journey into the Higher Air

The sight of four big balloons in the air at once will be a part of today's program for the aviation meet. The balloons, New York, Peoria, City of Los Angeles and Dick Ferris will leave the aero field at Huntington Park about 10 o'clock this morning. All but the Peoria are of the standard racing size of 80,000 cubic feet, carrying up to six passengers.

The Dick Ferris, which came from New York on the Santa Fe last night, was the latest balloon to be hauled on the field. It will be formally christened this morning by Mrs. Ferris, who will break a bottle of California wine on its anchor, following the eastern custom of giving a balloon its name just as a ship is christened. The balloon will be weighed off and ready to start before the christening, and the pilot will shout "Let go" as soon as the christening is finished.

Both the City of Los Angeles and the Dick Ferris were ordered from Leo Stevens, the New York balloon builder, and are fully equipped. The City of Los Angeles was purchased by the Aviation week committee, and will be manned by local pilots for attempts at new aerial records.

Today will be the last of the preliminary events at the aero field, where balloons will qualify, and the remaining days of the meet will be devoted to special parties and attempts at records. A feature of the sessions will be newspaper parties made up of representatives of the daily papers and press associations. Each of the newspapers of Los Angeles will have an opportunity to accompany a party composed of members of its staff.

The balloon events will take place as near 10 o'clock each morning as the return of balloons from the events of the previous day will permit. If possible four balloons will be sent up each day. The balloon program will be announced tonight or tomorrow, following the completion of the preliminary flights today.

The gas furnished at Huntington Park, which comes from the high pressure main of the city because of the high pressure. The pilots estimate that it shows a lift of thirty-six pounds per thousand cubic feet.

MARTIN BECK MAY MAKE FLIGHT IN FLYABOUT

New Aircraft of Orpheum Manager Said to Be Safest Yet Invented

Martin Beck, general manager of the Orpheum circuit, who is expected to be in Los Angeles in time for the final days of Aviation week, has just become an aviator himself. Mr. Beck has purchased the very newest thing in flyabouts, the mysterious machine that hovered over New England about two weeks ago and set the natives wondering. It is constructed on a new principle, utilizing the gyroscope to secure perfect balance without regard to the flying wing tips which are the basis of the Wright brothers' suit, and thus avoids all possible interference with their claims.

With the gyroscope, it is asserted, the machine cannot capsize and will ride level under any circumstances. Mr. Beck has made a number of flights in Wright, Blériot and Curtiss machines, but believes the new one the best yet. Having purchased the machine, Mr. Beck tried to arrange to take it to Los Angeles for the meet, but time did not permit. However, he will come himself, and later will send his flyabout for exhibition purposes, besides using it for flights himself.

The new machine is said to be very easy of operation, avoiding as it does all the troubles and work now necessary to keep a perfect balance, the gyroscope doing this automatically.

ROAD TO AVIATION FIELD IS IMPROVED

Rains of Monday Night Prove Beneficial to Those Visiting Big Events in Automobiles

The shower of Monday night improved the automobile road to Aviation field. On Monday the highway was dusty and loose on the surface, but the rain beat down the dust and the thousands of automobiles that ran to Dominguez yesterday rolled the surface smooth and hard.

Early in the day automobiles started and by noon there was a steady procession which grew in volume and reached its height about 12:30, when the road between Watts and Compton and between the latter place and the field was almost filled with machines.

Near the Dominguez ranch the surface was soft and much cut by the wheels of the heavily freighted vehicles that had passed earlier when the road was wet and soft. At the turn on the approach to the gate a score of workmen were kept all day working on the ruts that continually appeared. These men threw on a dry surface and were of much assistance to automobilists. In the field where the machines approached the parking places the surface was soft and the turf springy.

In the morning a large force was put to work leveling a plank road that proved in every way a success. On the slopes of the hills inside the inclosure there were signs of the struggles heavy automobiles had gone through. Workmen were stationed on the field to assist whoever they found in trouble.

With the thoughtfulness that has characterized Mr. Ferris' management he stationed them with ropes at various points in readiness to pull out any luckless chauffeur who ventured into places that were soft and treacherous. The roads today should be in superb shape and the thousands of machines will find plenty of parking space where occupants may see the flights without leaving their seats.

SANTA MONICA PUPILS TO ATTEND AVIATION MEET

Thursday and Friday Set Apart by Superintendent Rebek

SANTA MONICA, Jan. 11.—Superintendent Rebek of the Santa Monica city schools probably will designate next Thursday and Friday as "aviation days," and will excuse the pupils to allow them to attend the aviation meet at Dominguez field. This action was taken by the superintendent in response to a petition addressed to him signed by a large number of pupils of the grammar and high schools.

Mayor Eakins has named Thursday as a holiday for Ocean Park, and the officials of that city will attend the meet in a body.

HUGE PRIZES OFFERED FOR INTERNATIONAL MEET

Aeronautic Federation Announces Plans for Big Balloon and Aviation Contests Next Fall

PARIS, Jan. 11.—The International Aeronautic federation announces that the prize for the carnivals of 1910 will range from \$40,000 to \$120,000 at the European contests, while \$200,000 will be offered for the American events.

The revised dates for the meet in the United States provide for contests from October 18 to November 2. The first week will be given over to competition for the international balloon cup, and the second week will be aviation week proper.

ACTOR WILL SOAR

Harry Fox, now playing at the Orpheum theater, will be the first actor in the world to take a flight in an aeroplane. Mr. Fox has been invited to ascend at Aviation camp today by Frank A. Johnson, who has charge of one of the Curtiss machines, and Mr. Fox has arranged to make the ascent this afternoon—to the intense envy of all his fellow professionals.

Mr. Fox is a Pasadena youth, and is in Los Angeles after four years' absence from home. He says he is willing to be here, however, even without the fame, as the aviation meet and the fine weather are both too good to lose.

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Price Absurdly Small
Just Think,

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EDWARD DOBSHUTZ PERFECTS AEROPLANE

Young Pasadena Man Has Sustained Flight of Several Hundred Feet

PASADENA, Jan. 11.—Quietly a young Pasadena man, Edward Dobschutz, one of the famous balloon six who were stranded on Strawberry peak last winter, has perfected an aeroplane in which he has made a successful flight in the San Fernando valley. This machine is a biplane, and a sustained flight of several hundred feet has already been made, though the first effort nearly resulted in a bad accident to the aviator.

The machine carries one of the heaviest engines ever used in an aeroplane, Dobschutz having operated his invention with an engine out of a Buick automobile. In spite of this heavy weight the biplane is said to have worked well, considering the inexperience of the amateur aviator.

The inventor has applied for several patents on original devices in his machine.

PUPILS STUDY AVIATION

Polytechnic high school boys are combining instruction with the pleasure of seeing the air kings in flight. The surveying class, under the leadership of Prof. George Evans, yesterday made all the official calculations of height and distance of the various aviators. In the party besides Prof. Evans were Albert Lynde, Rowan Webb, Angel Caballero, Chester Bennett, Robert Henck and Harold McGee. The boys will make all the observations for the meeting.

SECURITY SAVINGS BANK

Statement January 1, 1910

RESOURCES:	LIABILITIES:
Loans	Capital (Paid up)
Bonds	Surplus and Profits
Real Estate	Deposits
Furniture and Fixtures	
Safe Deposit Department and Vaults	
Cash and Sight Exchange	
Total	Total

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