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MY AEROPLANE ADVENTURES BY J. Armstrong Drexel.

I--WHEN A MAN STARTS TO FLY

operates. I knew what to do to make

the monoplane go up or down or

"Now," said Grahame-White, "you

are to take a run along the ground

Everything seemed perfectly sim-

ple to me, and with the knowledge

that the binding of the steering post

would prevent me rising from the

ground, I felt that my first jaunt

tried them in practice.

man takes to flying he type of engine. At that time we did not have the wingless machines upon a career which is the which are used now in some aviation ublesome and yet at the schools and which keep a man runthe most fascinating that ning along the ground without the power to rise until he has become ngs. He invades a realm for thoroughly accustomed to his new ve-Nature never intended him. hicle and the operation of the coninstincts teach him that trols has become instinctive. high above the earth is to leath, and that to trust him who have made a success of the

fimsy and so breakable a work. The controls were explained to an aeroplane is to go to me and I made a thorough study of extremes of recklessness the theory on which the machine an is so strangely constituted

very thought of danger in steer to right or left and I knew the hitherto unattainable how to warp the wings to preserve compelling fascination for my balance-that is, I knew them in overcomes all sense of the theory, though I had, of course, never exhibaration that repays for all that it costs.

the that the first prehistoric and see if you can steer the mafound that he could use to propel him through the a crude craft hewn from a you are to do is to keep going must have felt something straight and shut off your engine men today feel it as when you come to the end of the field." heir high powered racing

os. But. after all, these two ercame no very great diffid at no point on land or Nature say decisively, "You,

would be nothing more than rolling of the air, however, over the grass in a new type of acugh the ages, been for the tomobile. and Nature, in forbidding compass evolved the great

So my engine was started, and cravitation which has always when thep ropeller got going at a fair speed I gave the signal to the

man found himself the mechanics who were holding the maof a secret which could chine to let go and I felt myself his law. He built for him- dash forward smoothly over the , and in those wings he put ground. I believed that all I had to to lift them and, in a do was to leave the machine pretty short space of time, he well alone and it would go in a mself outdoing the very straight line until I stopped the enome ways, and on the gine; but in this I was destined to of a future whose vastness meet with a great surprise, for, incan predict. He can fly. He stead of going straight ahead, I found mong the birds and circle myself going around in a circle to them, speeding faster the left, and almost before I knew it of them, and soaring ai- I was at my starting place and had will in the realm that has stopped the engine. idden to him

Then Grahame-White explained to imitation is unbounded for me that a Bleriot aiways has a tenest men who actually rose off dency to steer to the left when it is round in their crude heavier- running along s ground. This is machines and defied Nature due to the downward thrust of the r new found toy. Each of propeller and the greater effect of as followed has had to prove the air pressure on one side than anand his skill, but we know other. After being instructed to steer to learn that the machines with my feet lever until I got going ourselves to are right, that at full speed, I started off again. This if properly handled, and time, at the first sign of a pull tono very great secret ward the left. I thrust out my right because it has been foot and headed her the other way and we need merely do Once more I had to do this and ecessors did. But those then I attained full speed and was ashed absolutely into the able to keep on in a straight line

They had only their theory had no way of the theory had no the slight theory had no theory had

the difficulties of learning to fly. and dashed back upon us by the rush day to get your certificate and let

All Parties Worry **Over the Prospects** Of Next Two Years (By RODERICK CLIFFORD) senate and in the house of representa

Drexel.

Washington, March 25.-What will tives refrained from publicly criticishe next two years produce for the republicans, democrats or progressives, who are to be the presidential ministration of President Taft throughnominees, and whether there is to be a third party or not, are questions that leading politicians are asking as well as the supporters of President Taft, the progressives were coolly received renomination.

Although President Taft's administration is pronounced "O.K" in official circles, the fact still remains taht the coming campaign to get votes for the republican party.

On the democratic side, it is pointed out, the republicans will have to go before the people with the same issues as were presented in the last campaign-the high cost of living, promises of tariff reform, and promses of greater economy in administering the affairs of the government. This situation necessarily, has given strong impetus to the movement for a third party-the progressives-composed of the radicals in both the democratic and republican ranks.

On the republican side, Persident Taft will be selected for renomination. On the democratic side, leading politicians say that Governors Wilson. Harmon, or Dix will receive the solid vote for the nomination. The progressives, led by Senator La Follette and Cummins, and Representative Norris and others in the House, naturally look forward to controlling the votes of the progressive movement.

La Follette, who is perhaps better known to the country at large than Senator Cummins or Representative Norris, has a large following and in all probability, would show considerable strength in the convention. His, silence during the past session of congress, until his brief talk on the Lorimer case, cause a great deal of comment and induced speculation as to whether he was not saving his ammunition for a presidential campaign. Evidently following his lead , the Progressives as a whole in both the

should not advise such haste at Harmon and I made. The air is so full of pitfalls and of surprises that every motion made for the guidance of the aeroplane should be so well practiced as to have become an instinct. There is no time to think

ing with several exceptions, the adout the entire session. All overtures made by the tsraight republicans to who confidently looks forward to his and rejected. The progressives manifested a spirit of aloofness, and as good as served notice on the administration that judgment would be sehe has not devoloped very strong served until the administration demonclaims to put before the people in strated such policies as would meet the requirements of the progressives. This situation caused the progressives to look around for presidential timber, and, as the foremost leaders of this new doctrine are not the most.

11

acceptable to the majority of the rank and file, a compromise candidate it is expected will in all probability be selected. From indications, this nominee might very likely be Governor Judson Harmon, of Ohio, even if he is a democrat. The progressive republicans are dis-

inclined to fall into line behind the leadership of President Taft, principally because of the passage of the Payne-Aldrich tariff bill. This bill never satisfied the progressives of the republican party. Try as the administration did, it was not possible to secure the support of the pjrogressives in the session of congress just closed. The Canadian reciprocity bill did not appeal to them. It was not even "all right as far as it went," for it did not go in the right direction, in their opinion. This attempt at tariff revision was looked upon as a compromise. and did not strdike at the heart of the evil as viewed by the progressives. What they wanted and fought for was a reduction in the tariff on clothing, manufactured goods, on wire, steel and iron and a few other commodies. They point out that the president

in signing the Payne-Aldrich bill accepted certain conditions of the bill which were not to his liking and consequently gave in to his opponents. The woolen schedule, it is said, was allowed to remain over the protests of all the leading progressives in both branches of congress. Again, the progressives attack the president for not strenuously supporting the bill for the direct election of United States senators by popular vote, which failed of passage, as did the bill granting state-

campaign through the magazines.

Only in one instance did the progres

sives null with the administration and

that on the question of a creation of a

tariff board for scientific revision of

In the opinion of some politicians.

the first outcroppings of progressive

opposition will be the sending of mati-

Taft delegates to the next national re-

The progressive republicans, as well

think that any man who est nervousness as to the outcome done-but I had not taken into conizh the early stages of of my journey and I thoroughly en cideration the fact that after touch an aeroplane, and who joyed my dash down that mile of lev- ing the ground I had to roll along By once he has learn- el carth at a rate of about thirty on the easy-running wheels of the gine which, in its preliminary trials, just before my mechanics started the hied to a certain amount or thirty-five miles an hour. But machine until I lost my momentum. nd has proved that his again I was destined to a great sur- I landed with the wind and going good and his courage by no prise that taught me to fly much as at a speed well up between fifty and

now of nothing in the world ing him in the water and letting him feet from where I touched the ground more discouraging than these attempts to fly. Not long ago

I Find Myself in the Air. Thomas S. Baldwin, the veter. At the end of the mile straighta heard the loud noises of splintering onist and avlator, investigated way on the course was a road cross- wood all about me- so loud, indeed, lect and as a result he de ing the field at right angles and at that I felt that the heavens were hat every beginner in avia an elevation of several feet above tumbling about my ears. Then I felt another up \$2,000 worth of the rest of the ground. Without think, another jar as I fell to the earth, and before he can get a certi- [ing much about this road and feeling, when I had recovered my senses sufof competence: and one can imagine the risk to life and al an embankment was not a serious found that there was not much left is constantly run while obstacle, I went dashing merrily on except the seat and me. For the seat digling flights are being made, and up the slope toward the highway. I had no very high regard, but I was own case, when the meet go of my machine for my of the engine. I would have shut off I was able to get up and walk about cht, it looked as though I were my engine long before I reached this with only a score or so of sore spots

cas not many seconds there the joy of operating a new machine 1 must have been an awful sight before I showed that, if any-Capt. Baldwin's estimate of as altogether too low. First Lesson in Flying. first lesson was taken from ne-White at Pau. His Bleriot upped with an Anzani motor, was before the Gnome had height of about eighty feet above from the engine had been dashed aced upon the market, and it the earth.

fortunate for me that nachine did not have the greater. power developed by the later of the embankment it rose until the

now To Cure Rheumatism

obably

pany

pany

rch St.

s it an Internal Disease and chine upward into the air as graceful. Requires an Interna! Remedy The cause of Rheumatism and kin- sult by the most skillful aviator. diseases is an excess of uric acid For the first few minutes my asin the blood. To cure this terrible tonishment was so great that I did the skin. absolutely nothing but sit motionless and the system so regulated that no and let the Bleriot take its course ore acid will be formed in excessive Then I pulled myself together and les. Pheumatism is an internal tried to remember everything that ent will not cure, affords only tem- how to manage the machine. rellef at best, causes you to My one thought was to get back to to get a firmer hold on you had gone beyond the smooth fields

fect and complete cure, which is call-Rheumacia Tested in hundreds umph as I found the Bleriot graduhas effected the most mar-Rheumacide "gets at the joints easy circle to the left that soon elous cures; we believe it will cure the inside," sweeps the poisons t of the system, tones up the stomfrom which I had come. regulates the liver and kidneys makes you well all over. Rheumsstrikes the root of the disease moves its cause." This splendid 25c by mail.

one teaches a boy to swim by throw sixty miles an hour, and not twenty was a high fence. Into this I crashed at full speed. I felt a sudden jar and perhaps, that so slight and so gradu- ficiently to examine the wreck

Had I stopped to argue the theory mighty glad and grateful to find that disprove this statement, embankment, But I was full only of distributed over my body.

and theories did not bother me to behold. From the very beginning Consequently, I dashed past the road of my flight, unaccustomed as I was and a few minutes later my utter as- to hurtling at such a rate through tonishment may be imagined when the air, the wind had lashed my eyes I suddenly realized that I was not as though with whip cords and my upon the ground at all, but was sail eve balls had become in that few ing gracefully through the air at a moments sore and inflamed. The oil back on to my face and there it had

The explanation of this fluke is mingled in grimy brotherhood with simple enough to me now. When the the water that streamed from my front of my machine took the slope eyes under the lashing of the wind. It took me a long while to get slant of my planes was exactly what used to this pain caused in the eyes was necessary for the impact of the by the rushing air, and during the air to get under them and give the next few weeks when I began flyrequired lifting power for the maing with the Gnome engine I got a chine to fly. In other words, the em- double dose of lubricating oil in my bankment did for me what I might hair, all over my face, and down my have done for myself had my wheel neck, so that my early days of flynot been united and it sent my ma- ing, while full of exhilaration of a new experience, were not by any ly and as easily as though it had means beautifying, nor did I feel been purposely operated for that re- clean for a long time afterward, for it was practically impossible to scrub this burning oil out of the pores of

The Beginner and the Motor.

It may be well to explain to those who are not familiar with aviation motors that the Anzani is a three-Rubbing with Olls and Lini- Grahame-White had told me about cylinder engine developing about twenty-five horse-power and with the cylinders set two in a V shape the proper treatment, allows the my starting point, for by this time, I and the third perpendicular between them. The Gnome is a seven-cylinder, will change the fibre of rotten instant disaster had I landed upon other words, the Anzani has its cyl- when it was repaired I took my inders stationary and revolves the it. So, in order to turn, I thrust my cience has at last discovered a per left foot gently forward, and I crank shaft, whereas in the Gnome shall never forget my thrill of trithe entire star-shaped engine goes

whirling around at the rate of 1,200 or aviator's license. ally sweeping about in a wide and to 1,500 revolutions a minute, carrying the propeller around with it. It brought me again back to the smooth

fields and facing toward the direction I Meet With Unexpected Disaster.

any way and entirely disproving the water from the eyes and burned oil "You are only a novice," he said. number of times. discouraging things 1 had heard about thrown out from the flying cylinders "You had better do just enough to- But for the average novice I more, Md. Trial bottle tablets any way and entirely disproving the water from the eyes and burned oil

and when I was in the school run of a sextant and when all was ready by Bleriot himself at Pau. I was I mounted my machine. An official anxious to try the new type of en came up to wish me good luck and had made a tremendous stir in the propeller, I asked: world of aviation and I was fortunate in being able to purchase a machine cord?" with the first commercial Gnome en gine installed upon it.

It was a vasily different matter to start a flight with this new power plant. Instead of having an easy run eves got a lashing which I shall nev- to earth again. er forget and which daily nearly

blinded me until I became accustomed navy officer. "Ten hundred and forty feet," h to flying at this tremendous speed; replied, "You have broken the Engbut my experience has firmly convinced me of one thing, and that is that lish altitude record and I believe the noivce who learns to fly a Ble- you went twice as high as that, but riot should begin with the Anzania unfortunately the man who was to motor and not attempt to use the signal me with the flag got mixed up

powerful Gnome until he has pretty somehow and I only took your height thoroughly mastered the control of on your first and second circles." This love of altitude work has been his machine. Then he is able to cope my constant passion ever since. Merewith the greater difficulties of the high powered revolving motor and he ly to get into an aeroplane and fly can take his place in the ranks of no longer has any fascination for me. expert aviators. I want to climb. I want to keep going

I Go in For High Flying. up until I am sure that I am higher From the very first the one phase than any man has ever been before in a heavier-than-air machine, and, of aviation that held a really powerful fascination for me was altitude though not long ago I almost deterclimbing. All novices at the schools mined to give up aeroplane work, not only at Pau but elsewhere in I now feel the desire growing strong-Europe had been content to fly for er upon me and it would not srprise months at a height not exceeding fif- me if I tried for another record this

ty or seventy-five feet from the spring. The Best Way to Learn to Fly. ground. This never seemed to me to When I compare my beginnings be really flying. I regarded it only with the beginnings of other men as little more exciting than riding in an automobile. No sooner had I tried who are flying I am forced to admit my fledgling wings than I looked that I have been more than usually longingly into the upper air and fortunate. I know of several cases wanted to climb as far as my engine where the would-be aviator has spent nearly a month doing little more would carry me.

On the third day of my practice at than making short hops from the the Bleriot school with the Gnome ground and often smashing up on motor, I decided to take affairs into landing. In fact, so general is this

my own hands and, disregarding all experience that most European the advice that had been given me, schools compel their pupils to spend I headed the machine upward and the first three or four weeks doing climbed close to one thousand feet, nothing but rolling along the ground when, suddenly, one after the other, and steering to right and left.

After that, they spend another three of my cylinders went had and I was forced down to the ground month barely rising off of the earth ats may ease the pain, but you and was flying over rough and dan starshaped engine, and the whole again. It was the result of some and coming down again as softly as thing revolves around the crank. In minor defect in the new engine and possible, and then another month circling low around the field. Not unequipment with me to my place at til then are they considered compe-Beaulieu in England, there to practice tent to do any really free work or to try for an aviator's certificate.

When Paulhan sold his Farman machine to Clifford B. Harmon, of As I approached my starting place fitted a mental hood around the en- would not gain the coveted paper by became impatient at the slowness of

and after that nothing that the aviator can do can save it.

Eternal practice and unfailing pa tience are necessary when the average man takes to flying. Day after day he must go out "grass cutting" as they say at Mineola when the no-

vices roll along the ground or take only hort, low jumps into the air.

This is not exciting and it will seem 'I am going to try to beat that," to the would-be pilot that he is mak- publican convention. I started off in wide circles and ing slow progress, but, as a matter of fact, he is training his mind and his as the progressive democrats, are acmuscles to work in unison and by tuated by a desire to win a victory for instinct. and this faculty alone is progressive principles, and they are worth all the trouble it takes to ac- not so insistent as to the party emquire it once it is called into play in blems under which they will enlist for

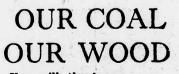
"How much did I do?" I asked the

quire it once it is called into play in blems under which they will enlist for a bad spot high above the earth. It the battle, If necessary, it is claimed, may not be needed very often, but the progressive republicaus will fight like a gun in Arkansas, when it is under the democratic banner and for needed it is needed badly. the election of Governor Harmon, of (Copyrighted, 1911, by Henry M. Ohio, should be be nominated by the Neeley. All rights reserved.) democrats and Taft by the republicans.

the tariff.



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for all of the add work and 1.2.4 1.2.2.4 1 material and share all a los with a competition of page 16 that

AND TRAILERS AND DED RAST TOOL

a bit and then try for my certificate,

I became proficient in a remarkably short time. When I felt that I could New York, he gave this outline as can easily be imagined how this re- pass inspection I had the officials the one that Harmon should follow volving engine will throw oil around of the English Aero Club appoint a in learning to fly. The New York am by the tremendous centrifugal force day when I sould try for my certi- ateur started to carry out his in it develops. Nowadays, they have ficate, but I was determined that I structions in all good faith, but he

gine and this prevents the oil spat any mere exhibitions of plain flying the method and one day, in spite of 18 sold by druggists and deal. as I had been instructed to do to tering back upon the aviator and a short distance above the ground. I the advice of his French mechanics, come down, and a few moments blinding him, but in the old days we wanted to go up-up-up-and noth he tilted his elevlating plane and thereally at 50c and \$1 a bottle. thereafter I landed as lightly as a bottle today. Booklet free ling that my first flight had no such protection and a five minutes' flight was enough to give our faces a solid coating of mingled it but he shook his head dubiously. We write to Bobbitt Chemical Co, line down, and a tew moments binding him, but in the old days we had no such protection and a five ing but a high flight would suit me. I spoke to one of the officials about it but he shook his head dubiously.

"What is the English height re-"Paulhan has it," he replied. "It is 977 feet." "Well," I said: as I turned away

along the ground and lifting at a the first two times I passed over the speed of about thirty miles an hour heads of the officials I saw one of as I had done with Grahame-White's them wave a red flag, the signal for Anzani, I now found myself rushing the officer with the sextant to take along at nearly fifty miles an hour my height. Higher and higher almost as soon as the mechanics let went, but I was surprised not to see go of the machine. Here my poor the flag wave after that and I came