

# UP IN THE AIR

(I LOOK AT FLYING... FROM THE GROUND)  
By WILBORNE HARRELL

My first airplane flight was made in a barnstorming plane in 1922. Back in those days, when aviation was still suffering from growing pains, flying was really a more dangerous and adventurous undertaking than it is today. I flew in an open cockpit plane muffled in goggles and helmet, and very inadequately protected from the slipstream. It was a rugged experience and gave me quite a rough initiation to the life of a birdman.

In early flying, there existed a smaller margin of safety than in today's almost fool-proof planes. My first flight proved uneventful, but the same plane crashed a few days later, killing the pilot—an incident which should have dampened for all time my budding enthusiasm for aviation. But this first hop sold me on flying, and I have been sold ever since.

From the dawn of time man has been intrigued by the possibility of flight, and has stubbornly and persistently tried to emulate the denizens of the upper air. The acve man no doubt gazed up at the soaring eagle and dully wondered by what force or magic the eagle remained in the air and did not fall. Down through the ages man has unsuccessfully and disastereously attempted to fit himself with a pair of wings. It has only been within the present century that man has broken down and invaded the last frontier which was left to him; the upper reaches of the wild blue yonder. Man's ships had conquered and sailed on all sails; his adventures and explorers had penetrated hostile jungles, impenetrable ice fields, made great advances in science and medicine, and achieved much in the social betterment of mankind. And now, at last, man had conquered the air.

Has this achievement been for better or worse? Would the world have been better off if the airplane had never been invented? That is a question man must decide for himself. Unquestionably, the airplane has brought much good into the world; and it has brought much evil. The airplane is used to drop death from the skies; and it is used in emergencies to remove patients from remote, inaccessible regions to hospitals. The airplane is used to alleviate distress in flood or fire devastated areas; and is used to plot the course of disasterous storms, thus saving many lives and much valuable property. Finally, the plane is the lethal conveyor of atomic destruction.

It is a debatable question whether the invention of the airplane has been a curse or a boon to the world.

Mythology and history, down through the ages, is filled with legends and accounts of man's nostalgic yearning for flight. We have stories of flying gods, magic flying carpets, flying horses, and even a flying coat, which when donned enabled the wearer to fly. Roger Bacon, in the 13th century, prophesied that "one day an instrument may be made to fly withal if one sit in the midst of an instrument and doo turne an engine by which the wings, being artificially composed, may beate the ayre after the manner of a flying bird." The Bible says that man "shall mount up with wings as eagles."

Leonardo da Vinci, the versatile Florentine of the 15th century, was the first to bring to the study of flying the dignity of a scientific approach. Besides being a painter, a writer, and a sculptor, Leonardo was a first-class mechanic, an architect, and an engineer. He was also an inventor and had several inventions, mostly war machines, to his credit. He made an exhaustive study of birds in flight, made numerous sketches, and worked out, roughly, the theory of aerodynamics. But he was stopped by the lack of power, or the means to propel his wing surface through the air fast enough to achieve flight. He was ahead of his times—the gasoline motor was yet to be invented. Leonardo was also given credit for inventing the parachute.

It was developed of power as embodied in the motor that eventually made flight possible.

The early history of lying is filled

with fantastic attempts to pattern flight after the literal motions of birds: the cumbersome flapping of wings fastened to the body and controlled by the arms and legs. What defeats this method of man's attempt to fly is that the ratio between his strength and his weight of the wings he must handle with his hands is not equivalent to that of the bird. In short, a man is not strong enough to control with his arms and legs, wings large enough to enable him to fly.

Borelli, another pioneer in aviation, in his experiments found that, considering his weight, man would never fly by his unaided physical efforts. This turned the attention of experimenters in the direction of inventing some sort of mechanical aid or flying machine.

Next in order of sequence of man's attempt to harness the clouds came the lighter-than-air balloon. There were many experimenters in this field, but it was not until 1780, a Frenchman named Rozier made the first balloon ascension by a human being. The development of the heavier-than-air machine was somewhat retarded by the interest in balloons, but in 1796 Sir George Cayley, the "father of British aeronautics," invented a working model of the helicopter. He was the first inventor to use the principle of camber in wing construction, which is retained in all planes to the present day.

Otto Lillienthal, a Dutheman, in 1871 and 1895 conducted glider experiments that have contributed much to the furtherance of aviation, particularly in wing construction and the behavior of wings in the air.

Sir Hiram Maxim, a contemporary of Lillienthal's, probably made the greatest single stride that had been made up to that time. He conducted his experiments with a view to applying power to the machine. Although his machine failed to fly, it demonstrated the possibility of a plane lifting itself by its own power.

From then on the race to be the first to conquer the air was between Professor Samuel P. Langley, another experimenter and inventor in flying, and the Wright Brothers. The Wrights won, and their epic experiments at Kitty Hawk is known to everyone. It was from the sands of the North Carolina coastal region that on the morning of December 17, 1903 was made the first accredited, sustained flight of a man-carrying, engine driven, heavier-than-air flying machine. It caused little comment at the time,

but it proved to be an epochal event. It is unfortunate that the controversy with Professor Langley, as to who flew first, he or the Wrights, delayed for some time the proper recognition of this history-making fact, and exiled, in the Kensington Museum, England, the original airplane from its native land, where it rightfully belonged. But that dispute has happily been settled, and the historic plane now rests, among other notables of aviation, in the Smithsonian Institute, in Washington D. C.

The motor—or the power—is the heartbeat of the airplane. At first, the Wrights had trouble finding an automobile manufacturer who would attempt to build a motor for an airplane—so the Wrights built the motor themselves. That is the way they solved all their problems; if there was no way to do a thing, they invented a way. The Wright Brothers were also the inventors, and first to use, a wind tunnel, with which they learned much about the action of a wing surface in the air. They also invented ailerons, which supplanted the cumbersome and awkward wing-warping. Ailerons were flaps on the trailing edge of the wing tip which enables a plane to make a turn in the air and maneuver in any direction the pilot wishes. These three things: the motor, the wind tunnel, and the aileron, combined with the genius of the Wrights, made the modern airplane a possibility and not a wishful dream.

Glenn Curtiss is another illustrious name in aviation who followed closely after the Wrights. In 1910 he made the first non-stop, and then record-breaking flights of 143 miles, from Albany, New York. Curtiss repeated his flight in 1930, in celebration of his 1910 flight. It was just a hop in 1930.

Louis Bleriot, in 1909, made the first over-water flight when he flew the English Channel, from Baraques to Dover, in a mono-plane, a distance of 32 miles. From the standpoint of courage and dependability of planes, Bleriot's feat equalled Lindbergh's daring flight across the Atlantic years later.

The rash of transatlantic flights began in 1919, when Commander Read, piloting the Navy's NC-4, flew the Atlantic in stages, from Newfoundland to the Azores, and then to Eur-

ope. This was the first crossing of the Atlantic Ocean by an airplane. John Alcock and A. W. Brown, Englishmen, made the first non-stop flight in the same year. Amelia Earhart was the first woman to fly the Atlantic, but she was accompanied on the flight by a navigator and a pilot.

It was not until the incomparable Charles A. Lindbergh appeared on the scene, in 1927, was the first non-stop flight made across the Atlantic Ocean. He made the "hop" from New York to Paris, a distance of 3,610 miles in 33½ hours, in a Ryan single-engine monoplane, the "Spirit of St. Louis." The "Spirit" now hangs in the Smithsonian Institute, beside the immortal original Wright plane.

The history of aviation is replete with notable names and achievements too numerous to mention in a short article such as this. It has done no more than merely sketch the highlights.

World War One was the factor that advanced aviation farther than it would have reached under normal peacetime conditions. The urgency of war gave the necessary impetus to inventors, experimenters, and designers. And what I believe the most important thing, men were learning about planes and flying from actual flying. Many a new design or innovation in construction was the result.

(Continued on Page Ten)

"POOR" RECLUSE LEAVES \$1,000,000 CASH

What was behind the strange behavior of the once beautiful lady who became a "poor" recluse yet had \$1,000,000 cash when she died? Read absorbing story of her life, along with other interesting accounts of hoarders who accumulated fortunes while living in squalor, in "Millionaire Paupers," appearing in March 26 issue of

THE AMERICAN WEEKLY  
Nation's Favorite Magazine With The  
BALTIMORE  
SUNDAY AMERICAN  
Order From Your Local Newspaper

**Beware Coughs From Common Colds That HANG ON**

Creomulsion relieves promptly because it goes right to the seat of the trouble to help loosen and expel germ laden phlegm and aid nature to soothe and heal raw, tender, inflamed bronchial mucous membranes. Tell your druggist to sell you a bottle of Creomulsion with the understanding you must like the way it quickly allays the cough or you are to have your money back.

**CREOMULSION**  
for Coughs, Chest Colds, Bronchitis

## CENTER HILL CLUB MEETS

The Center Hill Home Demonstration clubs met Thursday afternoon, March 2, at 2:30 with Mrs. J. A. Byrum.

The meeting was called to order by the president, Mrs. E. R. Belch. Roll was called and minutes read and approved.

A committee of social service was appointed with Mrs. B. P. Monds, chairman, Mrs. Elton and Mrs. Garland Spruill.

The pallyanna game will end March 24th at 8 o'clock with a party at the home of Mrs. E. R. Belch.

Miss Rebecca Colwell led in discussing spring styles, materials, color, and fitness, points to be taken into consideration for our best dresses.

During the social hour Mrs. Lola Lemons led in an interesting name game and refreshments were served by the hostess, Mrs. J. A. Byrum.

The April meeting will be held at the home of Mrs. Elton Jordan.

**G & W**  
**William Penn**  
Blended Whiskey

Retail Price  
**\$1.95** Pints  
**\$3.15** Fifths

**86 Proof**  
THE STRAIGHT WHISKEYS IN THIS PRODUCT ARE 4 YEARS OR MORE OLD. 33% STRAIGHT WHISKEY, 65% NEUTRAL SPIRITS, DISTILLED FROM GRAIN.  
GOODERHAM & WORTS LIMITED, PEORIA, ILLINOIS

## Dentist says:

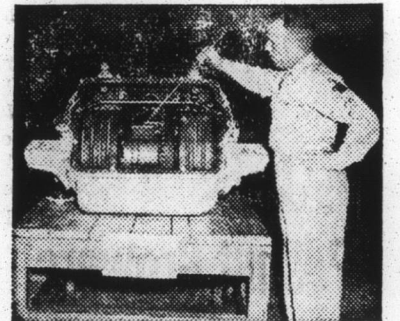
"You can't beat OLAG Tooth Paste."

**OLAG TOOTH PASTE**

At Drug Stores Everywhere 23

## Geared to go places...

U. S. Army technical schools gear careers to success



Graduates of the Army's technical schools have the advantage of having been trained under experts in specialized fields. There is no finer background for a successful career in uniform or out. In addition, Army men earn while they learn, they have good living conditions, retirement benefits, and can

look forward to unlimited opportunities for advancement, and a life of travel and adventure. Yes, there is much to be said for a career in the U. S. Army or in the U. S. Air Force. Get the full story on what the Army and Air Force can offer you. See your recruiter today for a career with a future.

U. S. ARMY AND U. S. AIR FORCE RECRUITING SERVICE  
Room 202 Kramer Bldg., Elizabeth City, N. C.

**CORN SHELLED**  
AT YOUR BARN  
WITH NEW SHELLER  
**EARL G. HARRELL**  
Phones 66 and 419-J  
EDENTON, N. C.

**Gibson's 8**  
SELECTED

**\$2.10** PINT  
**\$3.40** 1/5 Quart

GIBSON'S SELECTED 8 BLENDED WHISKEY • 86.8 PROOF • 65% GRAIN NEUTRAL SPIRITS • GIBSON DISTILLERS, INC., NEW YORK, N. Y.

**"SPEEDY"** by **ALBEMARLE Motor Co.**

ALBEMARLE MOTOR CO.  
WEST HICKS ST. Sales **Ford** Service PHONE 289

TOP QUALITY  
**FERTILIZERS**

Will Mean Extra Profits  
INCREASE YOUR VISITS TO THE MARKET!  
INSURE LARGER CROPS  
**Smith - Douglass Fertilizer**  
IS SCIENTIFICALLY ENRICHED—SURE WORKING

Remember... **SD** Means Greater Profits For You  
S-D On Your Bag

WE HAVE ON HAND A LARGE VARIETY OF GEO. TAIT'S  
**Field And Garden Seeds**  
When You Plant Geo. Tait's Seeds — You Plant the Best

**Leary Bros. Storage Co.**  
Phone 162 Edenton, N. C.

WE ARE ON THE CORNER  
1234567891011121314151617181920  
DOING BUSINESS ON THE SQUARE