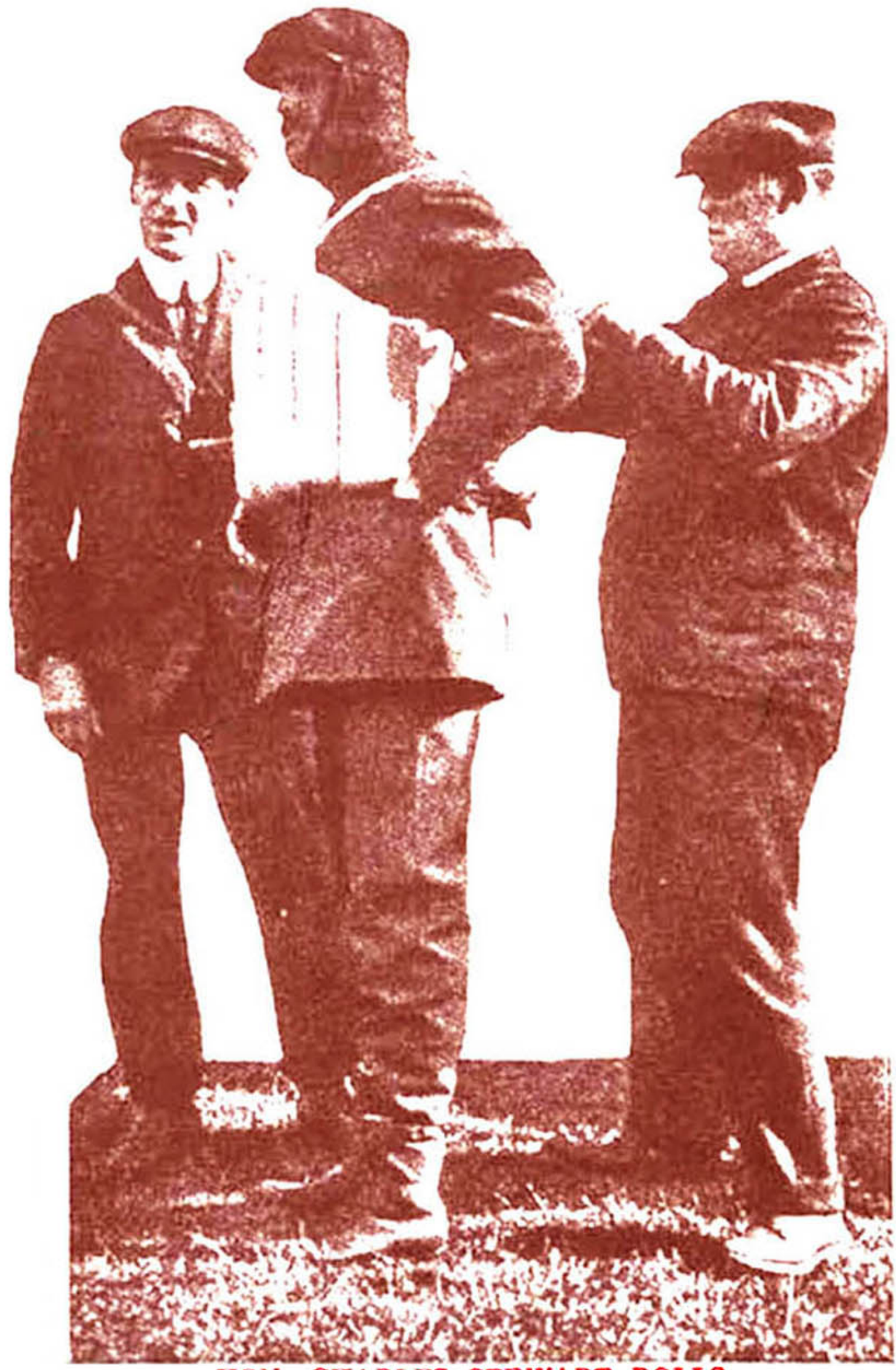


The American Review of Reviews

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p. 151



HON. CHARLES STEWART ROLLS

(The brilliant English aviator, who met his death at Bournemouth on July 12)

The Dark Side of Aviation

With aerial "meets" becoming more frequent, and the flock of "man-birds" growing rapidly larger, the feats accomplished in the air are becoming almost too numerous to chronicle. A list of the more notable achievements of the past month will be found on page 164. But as the air has become more populated with men and machines, accidents have also multiplied. July was an especially sad month for the air men, a number being killed and others badly injured. The deaths included some of the bright particular stars of the aeronautical firmament. Among these was the Hon. Charles Stewart Rolls, England's most popular and brilliant air navigator, who had lifted his country's prestige in this field considerably by his notable flight across the Channel and back without stopping on June 2. While making a descent at Bournemouth, England, on July 12, the rudder of Rolls' machine became disabled, the aeroplane dropped to the ground, and the occupant was killed almost instantly. Another accomplished aviator, Daniel Kinet, of Belgium, who made the record flight with a passenger at Mourmelon a short time ago, was injured so seriously by a fall at Brussels on July 10 that he died a few days later. The very first day of the Reims meet, July 3, witnessed the death of Charles Wachter, a promising German flyer. He was apparently making a splendid flight, when the wings of his monoplane suddenly broke and Wachter fell. Reckoning in Robl, who fell at Stettin in June, Eugene Speyer, killed at San Francisco in the same month, Michelin, who met his fate at Lyons in May, and others noted in previous issues of this magazine, the death-roll among aviators has now risen to thirteen. This figure does not take into account the fatal balloon accidents. Last month the dirigible of Oscar Erbslöh, in Germany, burst in the air and fell, the five occupants being killed.

The Airmen will Continue Undaunted

Besides these accidents resulting fatally, many flyers have fallen and have been more or less injured. Among those most seriously hurt was the Baroness de la Roche, who has the distinction of being the only licensed woman pilot of an airship. The baroness was steering her aeroplane about the course at the Reims meet when the approach of two other machines apparently confused her. She lost control of her aeroplane

and fell to the earth. Such accidents, though often fatal, will not discourage the "pilots of the purple twilight," nor need they serve as pegs on which to hang pessimistic prophecies about flying and those who brave the dangers of the aerial highways. With a great and fascinating object in view, physical danger has seldom kept men from pressing onward toward the coveted goal. The paths of progress in almost every field of human endeavor have been strewn with the bones of the pioneers. And this latest, and in some respects the most wonderful, work of man—the navigation of the air—has perhaps cost fewer lives in proportion to the results already attained than any other achievement of comparable importance. The accidents thus far recorded, regrettable chiefly on account of the loss of life, will serve the useful purpose of exposing the defects both in the machines and in their management. These defects will be corrected in the future by careful aviators, and avoidable accidents reduced to a minimum; although there will always, no doubt, be reckless flyers, inviting disaster and meeting it, like the "joy riders" of the motor car, or the people who "rock the boat."



Photograph from Paul Thompson, N. Y.

BARONESS DE LA ROCHE

(The only licensed woman air pilot. She was seriously injured by a fall at the Reims aviation meet)

Some Fine Flights

The brighter side of aerial activity during the past month were the notable feats accomplished at several aviation meetings both here and abroad. At Atlantic City the principal performers were Glenn Curtiss and Walter Brookins, who made spectacular flights along the beach, and out over the sea, to the delight of an immense crowd of spectators. Curtiss flew 50 miles in 1 hour and 15 minutes, while Brookins rose to the record height of 6,175 feet. At Reims a continuous flight of 244 miles was achieved by J. Olieslagers in 5 hours, 3 minutes, and 5 seconds, and aviator Morane made a speed record with a monoplane of 65.93 miles per hour. Clifford B. Harmon, an amateur who has been doing wonderful things with his aeroplane at Garden City on Long Island, captured the American duration record by remaining up 2 hours and 3 minutes. Montreal held a successful meet last month, at which Brookins and Count de Lesseps did good work. The many meets scheduled for various cities both in this country and abroad, and the handsome prizes being offered for specific trips, will undoubtedly add more wonderful performances to the record. The big International Meet to be held at Garden City in October will bring together many notable foreigners as well as Americans, and the occasion promises to be the most interesting of its kind ever held on this side the Atlantic. For a flight between New York and St. Louis, the

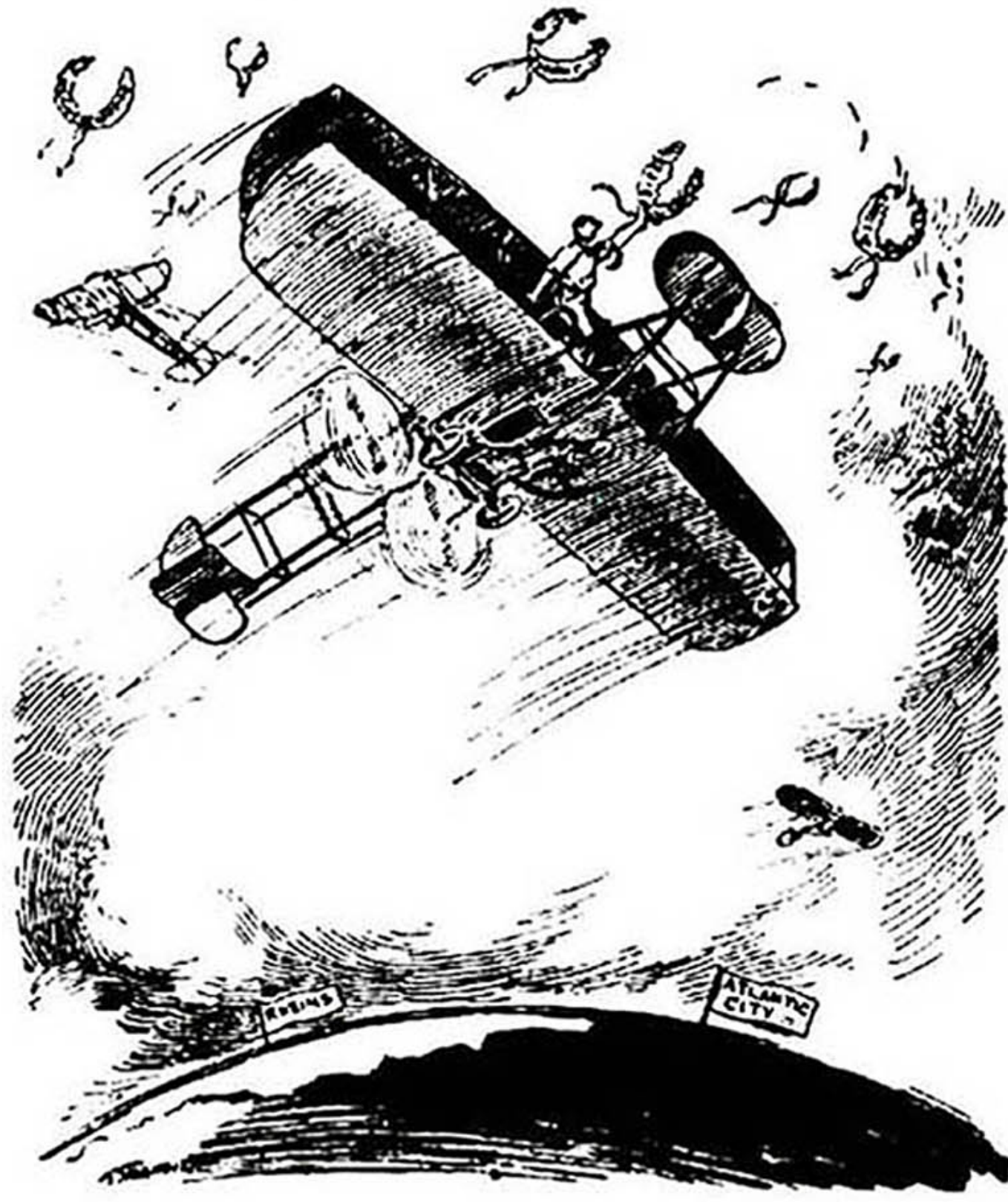


Photograph from Paul Thompson, N. Y.

WALTER BROOKINS

(The daring young Indianapolis flyer who made the world's height record of 6,175 feet at Atlantic City)

New York *World* and the St. Louis *Post-Dispatch* are jointly offering a prize of \$30,000, while the New York *Times* and the Chicago *Evening Post* will present \$25,000 to the first flyer to make the trip from Chicago to the metropolis.



THE FLYING AGE

Gathering laurels from the skies
From the *American* (Baltimore)

Zeppelin and Wellman The accident to zeppelin's *Deutschland* was especially regrettable on account of its auspicious launching. This luxurious monster, representing the latest result of the veteran engineer's skill and experience, had just inaugurated the first regular aerial passenger service, and had in fact, completed two successful trips. It rose for the third time at Dusseldorf on June 28, for a brief jaunt with a party of journalists and others aboard. The balloon had been up scarcely more than half an hour, when it was caught in a severe storm. After making a brave struggle, during which one of its motors stopped and much gas was lost, the *Deutschland* began to sink rapidly until it landed in the tree tops of the Teutoburgian forest and was totally wrecked. It will be some months before the Zeppelin passenger service can be resumed. A highly interesting announcement was made last month by Walter Wellman, who has achieved much fame through his attempts to reach the North Pole by the balloon route. Mr. Wellman proposes to make the transatlantic trip in the rebuilt *America*, his polar balloon. Meanwhile Mr. Wellman is making careful and elaborate preparations, and we wish him all success in his tremendous undertaking.



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GLENN H. CURTISS

(Mr. Curtiss is holding an aeroplane blade. He made some thrilling flights last month)

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