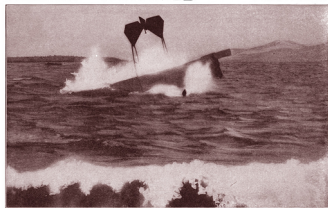


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AIRMAN WOUNDED IN BATTLE



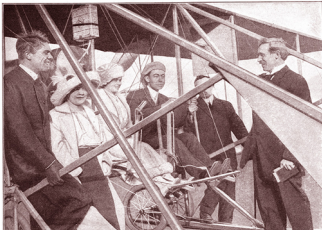
Hugh Robinson's spectacular plunge into the Mediterranean, which smashed his Hydro-Aeroplane, though the airman escaped uninjured.

Italy has made another mark on the pages of aviation history and Captain Monte of the Italian army aeroplane corps has achieved the distinction of being the first airman wounded in battle while in the air with his machine. The flying machine has been a potent factor in the operations of the Italian troops in Tripoli since the beginning of hostilities, but until Feb. 1 no airman had been injured or airship damaged. Capt. Monte made an ascension to discover the Arab position near Tobruk, Feb. 1, and after finding the enemy and dropping several bombs, was attacked by Turkish riflemen. The aeroplane was struck four times and the airman was wounded by one of the bullets. He was accompanied by an observer who took charge of the aeroplane when the pilot was wounded and accomplished a safe landing.

European experts have been making elaborate preparations for the hydro-aeroplane meeting to be held at Monaco at an early date. All sorts and conditions of air and water machines are to be tried out. America will be represented by Hugh Robinson and a Curtiss machine, which has already attracted great attention throughout Europe. Robinson has given several demonstrations along the Mediterranean in one of which he treated several hundred spectators to an exhibition of high diving that was not on the program and resulted in the smashing of his machine and the wetting of the air-

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man. The machine had made several flights from the surface of the water and Robinson was attempting to alight in a smooth portion of the sea. He was just on the point of dropping to the surface of the water when the place he had selected was invaded by motorboats. To avoid striking them he pointed his machine down at an acute angle and the entire outfit plunged almost head first into the waves. Robinson easily disentangled himself from the machine and was picked up by a motorboat. During the course of the hydro-aeroplane meeting it is expected Robinson will exhibit a self-starting device for aeroplane engines he has invented and patented. This device is on the lever principle and is said to be the one essential lacking for perfect equipment for the hydro-aeroplane. Louis Paulhan has become interested in the air-water machines and has purchased the Curtiss rights for France.



Among the many novel and interesting features of the recent Los Angeles aviation meet was a marriage ceremony performed in an aeroplane, and a subsequent honeymoon trip in the sky. The bridegroom was Neal Cochran, and Miss Leona Cowan was the bride. Cliff Turpin was the aerial chauffeur who took the couple on a little jaunt through the clouds immediately after the ceremony.

The passage of Lake Erie from Erie, Pa., to Long Point, Canada, was made by Earl Sandt on Feb. 20. The weather was intensely cold, the lake being frozen over, and Sandt's engine stopped while he was at a height of 2,000 ft., the weather affecting the operation. The airman miscalculated his landing and was thrown to the ground with some force when the machine hit the ice hummocks along the Pennsylvania shore. He was slightly injured.

S. F. Cody, in England, made a flight of 7 miles at an average height of 85 ft. at Farnborough, Jan. 27, with four passengers, in a biplane. Cody also figured in a race between aeroplanes, said to be the first in the history of the sport when two machines

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were started side by side from the ground at the crack of the starter's pistol. His opponent was an English army officer in a new type of military machine.

In France, M. Bathiat is credited with flying 120 kilometers (about 74 miles), in a Sommer monoplane in 49 min. 57 sec., which is at the rate of about 90 miles per hour. This is not an official record, however.

But three fatal accidents were recorded during February. Captain LeMaguet, of the French army, fell at Versailles, France, Feb. 3, and died the following day. Herr Schmidt, a German airman, broke an elevating rudder while 100 ft. from the ground at Berlin, Feb. 15, and died the next day from injuries received in the resultant fall. In England, Graham Gilmour fell at Richmond, Feb. 17, and was killed. Gilmour is believed to have had some premonition of his fall as he wrote out directions for his funeral just before going into the air. He made the unique request that if a tombstone should be erected over his grave it should be a model of the machine in which he was killed.