

THE TENTH BIRTHDAY OF THE BIRDMAN

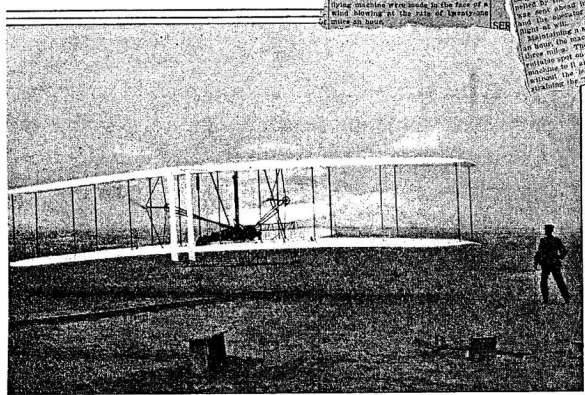
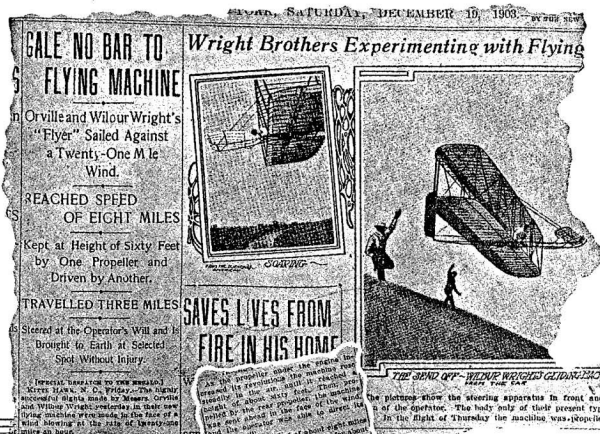
THE newspaper clipping reproduced on this page shows a part of the article published in the New York *Herald* of December 19, 1903, announcing the first successful human flight in a heavier-than-air machine. It was justly considered a wonderful thing that Orville Wright, two days before, had made a flight lasting fifty-nine seconds, at Kitty Hawk, North Carolina. What has happened since then may be thus briefly summarized. In 1908 the flights of the Wrights proved to the world that it was possible for man to fly; and they also taught many men the science of aviation. In 1909 and 1910, two-score professional aviators toured the world, giving public exhibitions, which were enthusing at first, but finally ended in too daring performances for the state of the art at the time, and cost the lives of many birdmen.

IN 1911 the first long distance aeroplane races took place,—from Paris to Madrid, from Paris to Rome, from Boston to Washington, from New York to Pasadena, and several others. In these events the aeroplane demonstrated its practicability to the military authori-

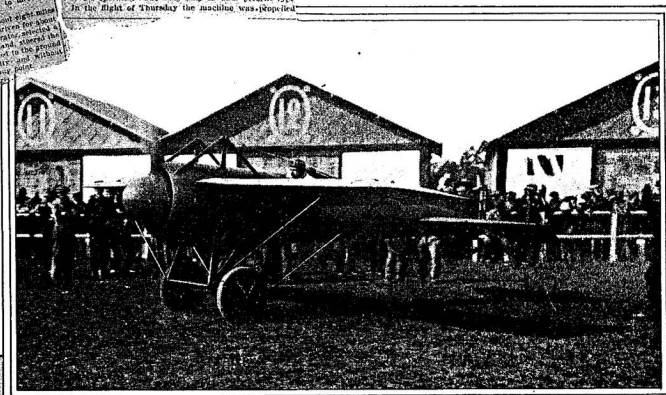
large fleets of aeroplanes and dirigibles, ranging from 800 aeroplanes and two dozen dirigibles in France, to 150 aeroplanes and half a dozen dirigibles in Japan.

Cross-country flying has rapidly developed, and many aviators have made long flights overland, including trips from Paris to St. Petersburg and back, and many trips between Paris and London. Flights have also been made across the Sahara Desert, as well as over the Alps and the Pyrenees. No natural obstacle now bars the progress or speed through the air.

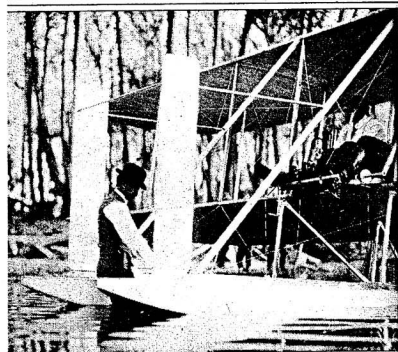
AT the date of writing the record stands as follows: Speed, 124.6 miles an hour; Endurance, 14 hours without stoppage; Touring from Paris to St. Petersburg and back, 3,000 kilometers in a hydroaeroplane; Altitude, 19,000 feet; Greatest distance covered in one day between sunrise and sunset, by one aviator alone, 1,300 miles, from Paris to Portugal; Greatest distance covered in one day, by an aviator with passenger, Berlin to Paris. Weight-carrying; seven passengers on a two hour flight; thirteen passengers for a short flight.



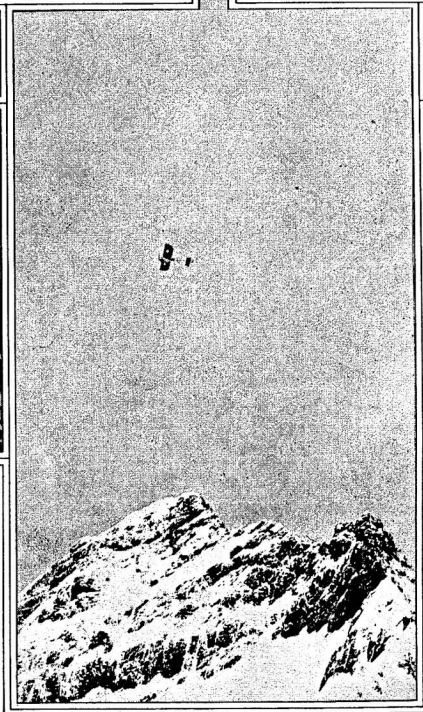
Wright brothers making their first aeroplane at Kitty Hawk, North Carolina, December 1903. Orville Wright is piloting the machine



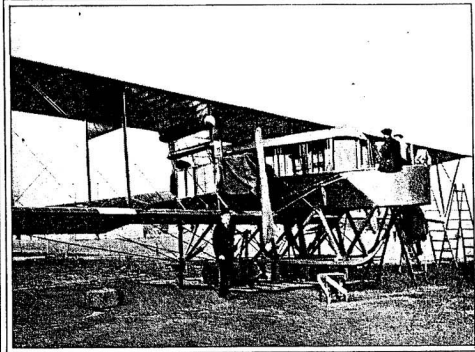
mile Védérines, in the 160 horsepower Tonier monoplane in which he made 125 miles an hour at the recent Gordon Bennett cup races held at Reims, France



Wright's latest development, a hydroplane, which rises and rests again upon water with the utmost precision and ease



Bider, crossing the Alps on his flight from Berne to Milan, a distance of 115 miles, during which he reached a height of 3,470 meters, as he passed over the Jungfrau



The Sykorsky biplane—the largest aeroplane in existence. It has carried seven passengers for 1 hour and 54 minutes at an altitude of 6,000 feet

ties, with the result that 1912, so far as aviation is concerned, was entirely a military year. The first application of the use of the aeroplane to actual warfare, was in Tripoli, where the Italian officers achieved wonderful results, in spite of inferior equipment. Meanwhile, Glen H. Curtis, in America, was developing his hydroaeroplane, and thus the science made one great step forward. In 1913 the warlike nations added greatly to their aerial forces, until now they all have

These records give a slight idea only of the wonderful progress made in ten years,—from the time when human flight was believed to be an impossibility, to a time when it is considered little out of the ordinary to commute by hydroaeroplane.

Why should we increase our speed? asked Wilbur Wright, less than a year after his first success, "Only a few years ago the world believed the flying machine impossible, yet there are few birds I cannot overtake already."