MOISSANT'S NECK BROKEN BY FALL

Sudden Prank of Wind Tilts Up Machine and Throws Him to Ground.

TRY FOR PRIZE IS FATAL

About to Attack Time and Distance Record He Falls Near New Orleans—Career Begun as Central American Rebel.

MOISSANT'S DARING DEFIANCE OF DEATH IN MANY FLIGHTS.

Moissant, although new to aviation, was absolutely without fear. This, older aviators said, was the secret of his success. Here is a list of his flights, in which he triumphed over death in all but one.

Paris—Makes exciting flight; his first and disances competitors in 25-mile race.

London—Astonishes the world by competing, on September 6 of this year, a marvelous flight from Paris to the Crystal Palace, London, having carried a passenger across the English Channel.

New York—Buys an aeroplane during the international aviation meet, October 30, and 10 minutes later starts on a winning flight over New York around the Statue of Liberty, winning a $10,000 prize.

New York—Crashes to ground during the international meet, while 200 feet above Belmont Park, escaping without a scratch, although his machine is wrecked.

Memphis—Freezes in the air during a flight December 13, at the Memphis aviation meet and has to be lifted from his machine and carried to a fire.

New Orleans—Glides from an altitude of almost 9000 feet with a frozen carburetor, December 27; with engine dead and buffeted by a gale he successfully descends.

New Orleans—Makes his final flight December 31, crashing to his death when his machine goes wrong 200 feet in the air.

NEW ORLEANS, Dec. 31.—Leaving City Park Aviation Field at 9:35 o'clock this morning, full of life, vigor and hope, his eyes sparkling in anticipation of adding to his country's glory by bringing the Michelin cup to America, John B. Moissant, one of the world's most daring and skillful aviators, flew over New Orleans only to meet death near Harahan, 11 miles from the city, 20 minutes later.

Tonight at the hour when he was to have been presented with a handsome loving cup bearing the legend, "John B. Moissant, the glory of Central America," contributed by the Central American colony in New Orleans, the plucky aviator lies in the morgue, a martyr to the science of aviation.

Alfred J. Moissant, president of the International Aviators, bade his brother cherry farewell, just before he ascended. Accompanied by press representatives and mechanicians in an automobile, he followed the flight to the place up the river where the cup trial was to take place, only to be met by the stunning news that John B. Moissant was dead.

Prank of Wind Fatal.

The added weight of an extra gasoline tank, the use of a strange machine and the deadly prank of a 15-mile wind at the moment when he had pointed the nose of his machine at a sharp downward angle, combined in sending Moissant down to death. Thrown from his machine by its sudden inclination, Moissant described a curve through the air and, head first like a diver, shot downward, landing on his neck and head. His neck was broken.

Rene Barrier's 50-horsepower Bleriot monoplane, which Moissant was using is a wreck.

Moissant Soldier of Fortune.

Moissant was born in Chicago in 1870 and lived there until he was 19 years old. He then started for the Pacific Coast, drifted down to Central America, became a soldier of fortune and trader and finally was driven from San Salvador when the General under whom he was fighting met defeat.

Moissant, at that time, was wealthy, but his property was confiscated by the government. Soon afterward he went to Spain and later appeared in Paris when the Wright brothers were there exhibiting their machines.

It was told of Moissant, at that time, that he went to Paris to buy an aeroplane with the aid of which he planned to sail into the country from which he had been excluded and in a spectacular manner revive the drooping spirits of the revolutionaries. However, so the story goes, Moissant became so interested in the possibilities of flying machines that political affairs in Central America interested him less and less. Soon he was an avowed aerial enthusiast and himself making flights.

Flies From Paris to London.

From the start his career as an aviator was marked with daring exploits. He first came into world prominence so recently as August last, when he started a flight from Paris to London with a passenger, Albert Fileaux. He successfully crossed the English Channel, being the first aviator to accomplish this feat with a passenger.

He made the trip over the Straits of Dover in the face of a storm that would have turned back a less bold adventurer.

He landed in Deal, and from then on had a series of accidents that continued for three weeks. Undaunted, he clung to his purpose to reach London through the air, and while the whole world applauded the plucky Chicagoan, he pressed forward and finally, on September 6, floated down at the Crystal Palace in the British capital.

Moissant arrived in New York from Europe on October 8 last, and was one of the most interesting figures in the aviation meet at Belmont Park. He took second place in the international aviation race, when Grahame-White captured the trophy which Glenn H. Curtiss had brought to this country from France the year before. Grahame-White went around the Statue of Liberty in 35 minutes, 21.30 seconds. Moissant made the flight in 42½ seconds under Grahame-White's record. His time was 34 minutes, 38.84 seconds.

Moissant had a narrow escape from death last Tuesday in New Orleans. After being blown five miles from his course by a 40-mile wind, he glided down from an altitude of nearly 3000 feet and barely escaped a rough landing in a clump of trees.

TWO AVIATORS WHO WERE KILLED YESTERDAY, AND AEROPLANE OF ONE OF THEM AFTER A PREVIOUS FALL.

ARCH HOXSEY, KILLED AT LOS ANGELES; JOHN B. MOISSANT, KILLED AT NEW ORLEANS, AND MOISSANT'S WRECKED MACHINE AS IT APPEARED AFTER ITS FALL IN A PREVIOUS FLIGHT.

MOTHER IS HEROIC

Mrs. Hoxsey Conquered Her Nerves; Proud of Aviator.

ORDEAL BRAVELY ENDURED

Matron Does Not Want Remains Brought Home, Because She Desires to Remember Her Son as He Was in Morning.

PASADENA, Cal., Dec. 31.—The body of Arch Hoxsey, the aviator killed at Los Angeles aviation meet today, was brought here tonight in charge of Roy Knabenshue and Thomas P. Jackson, of the Wright company. The funeral will be in charge of the Pasadena Lodge of Elks, and the interment will be here. Hoxsey was a member of the Detroit Lodge of Elks.

Mrs. Minnie C. Hoxsey, the mother of the aviator, bore up remarkably well under the ordeal and discussed her boy's career.

"I spent many sleepless nights when he asked my consent to take up aviation," she said. "I finally consented. Last Spring I endured much, constantly thinking of the danger my boy was experiencing. But finally I conquered my nerves and lately I have entertained no fears for him. When I first saw him fly last Saturday I was not affected. I was simply proud of my boy.

"I do not want the remains brought to the house, because I want to remember my boy as I saw him this morning."

Hoxsey, who was 26 years old, was a native of Indiana. His father died when he was seven years old. The mother and son came to California 18 years ago, and have since lived here.

Hoxsey followed his mother's wish and became a machinist, and later took up automobiling. For two years he was chauffeur for Charles W. Gates and traveled over Europe.

Hoxsey performed at the principal aviation meets in this country during the present year. At the recent meet in St. Louis he took Roosevelt up for his first aviation ride. At Denver he was the hero of the meet, flying to great altitudes over the foothills, even after witnessing the tragic death of his fellow aviator, Ralph Johnstone.

HOXSEY REALIZED AMBITION

Mechanic by Taste, He Took to Autos, Then to Airships.

SPRINGFIELD, Ill., Dec. 31.—Arch Hoxsey was born in Staunton, Ill., October 15, 1884, the son of Mr. and Mrs. Arch Hoxsey.

When he was 2 1-2 years old, Hoxsey's parents left Staunton, going to Los Angeles, where they have resided since. Mr. Hoxsey had made frequent visits to Staunton, visiting his uncle and aunt, Mr. and Mrs. Ben Hoxsey, and was well known in that city. He had the reputation of being a fearless and daring young man.

When 16 years old, he began studying the mechanism of automobiles, and until his 20th year followed the automobile trade. He then traveled for a year in Asia, after which he was with John W. Gates, of New York, touring Europe. He aspired to be a naviator from the time the first experiments were made, and through the recommendation of Captain Baldwin, who witnessed an ascent in a gas balloon by the lad when the latter was but 18 years old, he was given an opportunity by the Wrights, making good from the start.

He told his aunt last Summer, while on a visit:

"Don't fear for me; when an aviator has an accident while flying, he is careless with his machine."

His aunt, Mrs. Hattie Hoxsey, of St. Louis, is prostrated as a result of the accident.

On October 8, Hoxsey established an American sustained-flight record by traveling from Springfield, Ill., to the Country Club grounds at Clayton, St. Louis County, Mo. The distance was estimated by Hoxsey at 104 miles. He left Springfield at 11:55 in the morning and maintained an altitude of 1200 feet for the greater part of the trip. His objective point at St. Louis was the aviation field at Kinloch Park, but he was unable to locate it. He landed at the Country Club, five miles from the aviation field, at 3:11 P. M. After learning the direction of the field, he went into the air again and landed safely.

AVIATORS KILLED IN TWO YEARS.

1908.

September 17—Selfridge, Lieutenant Thomas E., U. S. A., killed in fall with Orville Wright, near Washington.

1909.

September 7—Ena Roosi, Italian, killed in Rome in machine of own invention.

September 7—Lefebvre, E., killed in Wright machine at Juslvy Sur Oreg, France.

September 22—Ferber, Captain Louis E., killed at Bouglogne, France.

December 6—Fernandez, Antonio, Spaniard, killed at Nice, after motor exploded.

1910.

January 4—Delagrange, Leon, killed at Bordeaux, France.

April 2—Lebion, Herbert, killed at San Sebastian, Spain.

May 13 — Michelin, Chauvetto, killed at Lyons, France.

June 17—Speyer, Eugene, killed at San Francisco.

June 2—De Zosely, Aindan, at Budapest, Hungary.

June 18—Rob, Thaddeus, killed at Stettin, Germany.

July 3—Wachter, Charles, killed at Rheims, in Antoinette monoplane.

June 12—Rolls, Captain C. S., killed at Bournemouth, England.

August 20—Vivaldi, Marquis, lieutenant in Italian army, near Rome.

August 27—Van Maasdick, A., near Arnhsim, Netherlands.

August 3—Kinet, Nicholas, a Belgian, killed at Brussels.

July 25—Kinet, Daniel, Belgian, killed at Ghent.

September 25—Poilliot, Edmund, killed near Chartres, France.

October 1—Hess, killed at Metz, Germany.

September 24—Chuvez, G., died as result of accident while crossing Alps.

September 28—Plochman, Muhlhausen, Germany.

October 7—Maziewich, Captain, St. Petersburg.

October 23—Madiot, Captain, Douai, France.

October 25—Mente, Lieutenant, Magdeburg, Germany.

October 27—Blanchard, Fernand, Issy les Moulineaux, France.

October 27—Sagliotte, Lieutenant, Centosello, Italy.

September 28—Heinrich Hans, at Wallen, Germany.

November 17—Johnstone, Ralph, killed at Denver.

December 22—Grace, Cecil, disappeared while flying across English Channel in effort to win De Forrest prize for longest cross-Channel flight and return.

December 23—Laffort, Alexander, Paris, France.

December 26—Senor Piccolo, San Paulo, Brazil.

December 5—Cammarota, army engineer and a private at Cantoselle, Italy.

Paulla, Marquis, Paris, France.

December 3—De Caumont, Lieutenant, St. Cyr, France.

December 31—Hoxsey, Arch, fell 563 feet at Los Angeles while trying to beat own altitude record.

December 31—Moissant, John B., plunged suddenly while trying to land at New Orleans, struck head on ground and was instantly killed.

Seattle Firm to Build Drydock.

WASHINGTON, Dec. 31.—The contract for the construction of the caisson for the drydock at Puget Sound Naval Station was today awarded by the Secretary of the Navy to the Moran Company, of Seattle, at its bid, which was $125,000.

Silver Lake Editor Found Dead.

LAKEVIEW, Or., Dec. 31.—(Special.)—William Holder, editor of the Silver Lake Leader, was found dead today at his home near Paisley. As he was addicted to the use of drugs it is presumed he took an overdose.

TWO BIRDMEN FALL

Hoxsey and Moissant Die in Twin Tragedies.

HOXSEY FALLS 563 FEET

Los Angeles Crowd Horrified Into Silence by Spectacle—Brother Airmen Burst Into Tears. Moissan't Death as Sudden.

(Continued From First Page.)

cal condition that manbirds have to contend with.

There is nothing by which it may be known why Hoxsey did not go higher than the 7142 feet which his barograph showed he had attained, but he apparently encountered at that altitude the same conflicting air currents that finally overcame him. Notwithstanding this and with the same reckless daring he has displayed daily during the last week, he descended by a series of spiral glides and, performing one of his thrilling rolling dips, when his biplane suddenly capsized in midair and shot to earth.

Over and over the aeroplane turned as it fell with a speed so swift that, of all the thousands who saw the tragedy, not one could tell what effort the aviator made to save his life. When the wreckage had been cleared sufficiently so that his body could be reached he was found firmly planted in his seat, his arms around the levers. The fall telescoped the biplane. The steel sprocket which drove the propellers lay across Hoxsey's face, the motor resting upon the right side of his body. Every one of the ribs on that side was shattered into fragments. An iron upright, broken by the force of the crash, held the aviator impaled on its jagged point.

The exact moment was 2:12 o'clock when Hoxsey's machine turned over and plunged in the fatal fall. The news of Hoxsey's fall was on the telegraph wires leading out of the press stand before his machine struck the ground. The aviator had been in the air an hour and a half when the accident happened, and had sailed over the snowcapped summit of Mount Wilson, whose heights he had conquered twice before since the meet began.

Walter Brookins, who originated the spiral glide and the dip which brought Hoxsey to his death, was standing in front of the press stand watching his colleague of the Wright team perform. His back was turned to the field as he talked to friends. Then the shout went up:

"Hoxsey is falling!"

At the same instant a sigh or gasp, not loud, but of a tremendous volume, rose from the packed grandstand. That single suppressed sigh was the only sound that came from the crowd for fully 20 minutes after the accident.

Brookins whirled at the sound of the cry and saw the crash. He uttered but one word—"God!" His legs gave way beneath him and he fell in the roadway. Although he had been in several serious accidents himself, he rose thoroughly unnerved and cried like a child.

At that time the field announcers were running up and down shouting through their megaphones:

"No cause for alarm; Hoxsey is all right!" But Brookins was not convinced.

"That's a lie," he shouted back at one of the announcers. "Hoxsey's dead. I know it," and again he burst into tears.

Brookins was not the only airman overcome by the tragedy. Charles F. Willard, of the Curtiss team, likewise collapsed. Willard had predicted just a moment before Hoxsey fell that an accident was sure to overtake him in the dangerous atmosphere, and almost before he had completed the utterance of his prophecy it was verified.

"I knew it was coming," he sobbed a few minutes later, as he sat in his hangar with his head between his hands.

Hubert Latham, the French aviator, had just essayed a flight in his big, bird-like Antoinette machine. He came down rapidly but cautiously when he saw Hoxsey fall. He landed within a few feet of the spot where the Wright biplane fell. Leaping out of his machine, the little Frenchman was among the first to attack the wreckage and lift the motor from the dead aviator's body.

Latham said he was watching Hoxsey when he entered the vortex of the counter-currents that caused his fall.

"It was the same hole in the air that caused me to alight," said the Frenchman. "From the actions of Hoxsey's biplane the conflicting currents were warring 1700 or 1800 feet up. When Hoxsey started his last glide one current caught the right end of his planes and lifted the machine up and turned it over.

"At best in these spiral glides an aviator has but a very dangerously narrow margin of air to support him. Hoxsey seemed to slip out of the bank entirely and he fell like a brick. In my opinion the fall was due entirely to treacherous air currents. I never saw such bad meteorological conditions in my life as prevailed today. Hoxsey's machine was intact until it struck the ground."

A reporter of a Pasadena newspaper broke the news of Hoxsey's death to his mother this afternoon at her Bellevue Drive home in that city. With tact the young man told Mrs. Hoxsey that there had been an accident, and immediately she said:

"Tell me about it; was my son in it?"

FEATS OF AVIATION IN YEAR 1910.

Chavez flew across the Alps into Italy.

Moissant crossed the English Channel with a passenger.

Glenn H. Curtiss flew down the Hudson from Albany to New York, racing against a special train.

Charles Hamilton flew from Governors Island in New York harbor to Philadelphia by a timecard, carrying a letter from Mayor Gaynor to Governor Stuart, and returned.

Claude Grahame-White and Moissant both flew over the rooftops of Brooklyn and the crowded harbor, circled the Statue of Liberty and returned to the aviation field at Belmont Park for a prize of $10,000.

Clifford B. Harmon, an amateur, crossed Long Island Sound.

Eugene Ely demonstrated from the deck of the cruiser Birmingham that an aeroplane can rise at sea and land on earth.

French aviators had to be prohibited from circling the Eiffel Tower.

Johnstone and Hoxsey proved that they could retain control of their biplanes in a wind storm so stiff that it blew them backwards.

Hoxsey made the world's altitude record of 11,464 feet.

Glenn Curtiss at Rheims won the James Gordon Bennett cup with a speed of 47.65 miles an hour. Grahame-White took the cup back with a performance of 61 miles per hour. James Radley flew a mile in 47 2-5 seconds. Leon Morane flew 68.4 miles in 60 minutes. Captain Berlanger flew 100 miles in 70 minutes.

For the Michelin prize, Olieslager, a Belgian, in a monoplane, covered 244.44 miles in five hours five seconds. Maurice Tabuteau (French) defeated him Saturday in a biplane with the unbroken performance of 362.66 miles in 7 hours 45 minutes. No long distance train in the world makes a run of equal length without stop.

Gradually he broke to her the news of his terrible fall and death.

She was very brave and with tears rolling down her face told many anecdotes of "her boy" and his fine character as it showed in his home life. She bore up under the shock with an exhibition of the courage that had characterized the aerial daring of her son.

Although the tragedy had in it every element calculated to rouse the crowd to the highest pitch of excitement, it remained remarkably calm during the seconds of Hoxsey's fall and the ensuing long period of suspense before they knew whether Hoxsey had been killed or only injured. A squad of mounted police was drawn up around the wreck, but was not needed. Only a few field attendants and newspaper men attempted to get upon the field. The souvenir hunter was conspicuous by his absence.

Nor was there any excitement or confusion when H. La V. Twining, president of the Aero Club of California and chief judge of the field, came back to the judges' stand and in answer to a query whether Hoxsey was dead or alive, said:

"Dead as a nail."

Everyone in the boxes that lined the course heard Mr. Twining's sentence. A few women raised their handkerchiefs to their faces and sobbed, but that was all.

Without waiting for the announcement that all flying events were off for the day, the crowd of its own accord began filing out through the exits to go home. Only a few scattering, disgruntled ones remained to demand back their admission fees, to dispute with police and committeemen when their demands were curtly refused until arrangements could be made for proper refunding. Even this thoughtless few left within an hour after the accident.

In departing, no one sought to hang about the little field hospital in which the dead aviator's body lay. Sorrow, not curiosity, was the sentiment apparently uppermost in every heart. Hoxsey had been a hero with the crowd since the meet began.

Before 4 o'clock the entire field was cleared. A pale of silence seemed to envelop the entire park, embracing aviators and spectators. Every flag was half-masted and every scrap of fluttering bunting was tied down. The entire field was stripped bare of all festive symbols.

Tonight, grandstand and boxes were denuded of all decoration, excepting some mute expression of mourning left by the aviators.

All the amateurs who had been experimenting with flying machines made immediate preparations to quit the flying game. Two tents were removed within a few minutes after Hoxsey's crash to earth.

One tent was blown down by the wind that caused the tragedy and two machines, which had been standing on an eminence to the northwest of the field, were wrecked by the gale as they stood on the ground. One of these belonged to Frank Stites and the other to George Deussler, both local aviators. Both were biplanes and only the motors and propeller of each were saved out of the wreckage.

The Coroner's office in Los Angeles was notified of the tragedy within a few minutes after its occurrence. Coroner Hartwell arrived at 3:30 o'clock, empaneled a jury and held an inquest on the field. It was a short formality, involving a visit to the spot across the field where the wrecked aeroplane lay. A verdict of accidental death was rendered in a few minutes and Hoxsey's body, which had been laid upon the operating table in the little field hospital, was taken to Los Angeles to be prepared for interment in his home city, Pasadena, Cal.

Hoxsey was in his hangar a short time before making his last ascent, reading an account of the death of Moissant. After carefully noting the conditions under which Moissant had been flying, he said:

"He must have become weary from too much driving."

AVIATOR REACHES BRUSSELS

Frenchman Makes Journey from Paris by Air Route.

BRUSSELS, Dec. 31.—M. Lanser, a French aviator, left Saint Quentin, France, at 9:25 o'clock this morning and arrived here at 11:40.

Lanser started from Paris Thursday in an attempt to win the Automobile Club's prize of $20,000 for a trip from Paris to Brussels and return with a passenger. A dispatch from Saint Quentin yesterday said that he had abandoned the competition.

HASKELL CALLS TROOPS

Rumored Resistance of Guthrie to Capital Removal Is Cause.

OKLAHOMA CITY, Okla., Dec. 31.—Two companies of state militia are ordered to get into action in the state capital removal fight today.

Hearing that Guthrie citizens were interfered with the removal of the state wagonloads of state records, which were being taken to a railroad station for shipment here, Governor Haskell ordered militia companies A and C of Tulsa and Chandler, respectively, to stand in readiness to move to Guthrie.

A short time later, the Governor learned over the telephone that Guthrie citizens would make no objection to the removal of the documents and further trouble is expected.

Cody Wins Michelin Cup.

ALDERSHOT, England, Dec. 31.—Captain Frank Cody, head of the ballooning department of the British War Office, won today the British Michelin cup for duration and distance for 1910 by flying 190 miles in four hours and 50 minutes. The flight ended when Cody's aeroplane accidentally touched the ground. T. Sopworth, also competing today, made 150 miles over a marked circuit. The best previous flight in this competition was made by A. Ogilvie, who flew 130 miles on Wednesday last.

Senator-elect Patton to Wed.

SALEM, Or., Dec. 31.—(Special.)—Hal D. Patton, State Senator-elect, secured a marriage license today to wed Miss Nellie Lucia, of Portland. The wedding will take place tomorrow. Mr. Patton issued the first announcement of his intended marriage the night before the election.

—1911!

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